

THE BEST SELLING AIRCRAFT MODELLING MAGAZINE!

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Skyhawk

by Richard J. Caruana

Scale AVIATION Modeller International

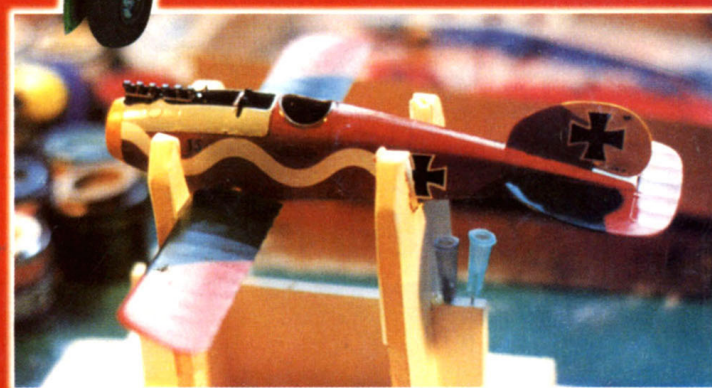
Readers
Offer
page 650
Crécy

Small Scale Spitfire

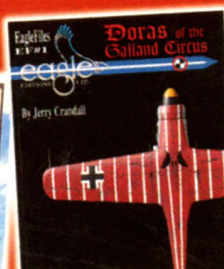
by Richard A. Franks

Revell
Competition
Winners
Page 644

Century Series: F-100D & F



WWI Wings



Volume 5 Issue 9 September 1999 £2.50



LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS

SCALE AVIATION MODELLER

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Samples for Review

Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

Company/Suppliers, Address Details etc.

Please note that the staff at DMZee/SAM Publications cannot help with general enquiries about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International if the address information is not included with the review etc.
Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'no UK source'. We are sorry, but we cannot help with the details of companies which do not advertise in this magazine. Thank you.

Contents

Volume 5 Issue 9



Editorial

I was surprised to have some of the readership point out the lack of an editorial last month, and there was me thinking no-one read it! Because of commitments to various events and projects in the last few weeks, I omitted to include an editorial last month, it was as simple as that.

With SAM Publications participation in the IPMS/USA National Convention completed, the mass of information, news and products that we brought back could be fully appreciated for the first time, and I can tell you there was a lot of stuff! Certainly the hobby seems to be strong, and there are lots of new kits coming out every month, as well as a whole host of new accessories and decals to tempt modellers into their next 'project'. It never ceases to amaze me the subjects that some of the mainstream manufacturers will choose, after all, who would have put a 1/48th scale Henschel Hs 129 down for Hasegawa! 1999 seemed to be a bumper year as far as new products went (think back to the new kit listings earlier this year), and having gleaned much information from many sources, next year is looking pretty impressive too!

This will be the last edition in the 64 page format for the rest of this year, as next month we return to 80 pages. The volume of products that we see here at SAM is such that it is a real job to fit it all in, so the extra pages will be making a welcome return.

Hopefully we will soon be able to publish the floor plan and traders list for the up and coming IPMS/UK National Championships. SAM Publications will be there with a few very special products, and some news on how we intend to 'celebrate' the end of the 20th and beginning of the 21st centuries.

This edition includes a very special readers' offer from Crécy Publishing which I am sure many of you will take advantage of. We also have the results from the Revell kit offer that we ran two months ago. The response to this was overwhelming, and after a careful delve into the big box full of all the entries, the ten lucky winners were selected. See page for details of these lucky people, and thanks to all of you who entered.

Until the next edition...

Richard A. Franks
Editor

News & Reviews

644... News Update

Our regular column covering all the latest news from around the world

648 ... Previews

The initial look at new kits we have received for review

652 ... Reviews

The Review Team build a selection of the kits we have received

658 ... Accessories

This month we take a look at recent products from Eduard M.A. MisterKit, Paragon Designs, Pend Oreille Model Kits & Hasegawa

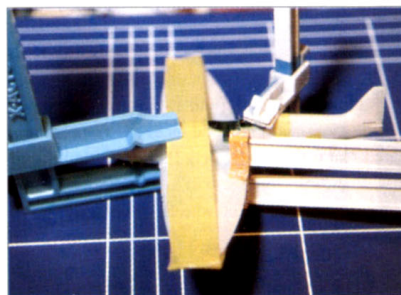
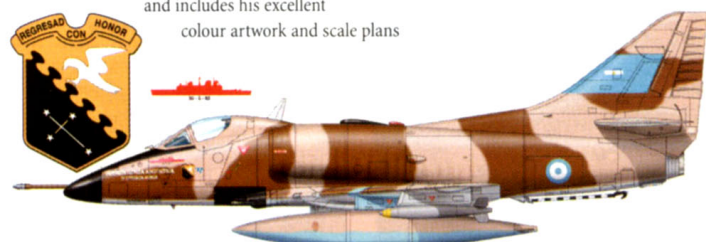
Features

668... Century Series

Steve J. Corvi continues his series with a look at the F-100 Super Sabre by building a standard F-100D and converting another to an F-100F

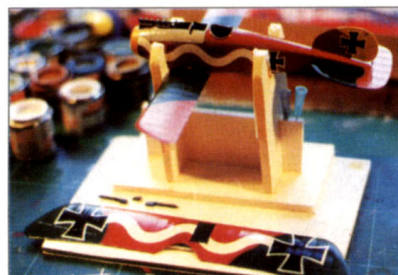
674... Skyhawk

Richard J. Caruana, in co-operation with Pablo Calcaterra, takes a look at the Argentinian use of the A-4 Skyhawk and includes his excellent colour artwork and scale plans



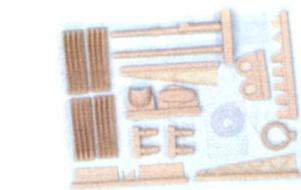
684... Small-scale Spitfire

Richard A. Franks gets back to his modelling roots, working in 1/72nd scale once again, by tackling the Spitfire F.21 from Eduard



688... WWI Wings

Rod Holland continues this series, with a build of the Albatros D.III from Eduard

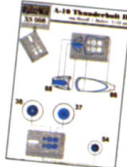


664 ... Decals

The latest sheets from Fantasy Print Shop, Sky Models, Leading Edge Models, Eagle Editions, plus the relaunch of Tally Ho! and a new name, Kuivalainen Decals

692 ... Modelling Products

Eduard's new 'Express Mask' system, along with a new series of WWI colours from MisterKit and the BlackMagic masking system from Cutting Edge



Regulars

696... The Bookshelf -

and News Update

700... Clubs & Societies

701... Advertisers' Index

701... Forthcoming Events & Events Diary

701... Readers' Classified Advertisements

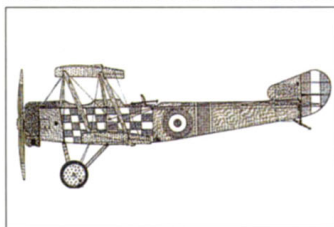
Revell-Monogram

1/48th

Seen on their stand at the IPMS/USA National Convention was the new Republic F-84G and ex-Dragon Focke Wulf Ta 154. Both kits should be released very soon, and stocks will be released in Europe via Revell®.

It is also now confirmed that the Dornier Do 217E and N.A. F-86D Sabre Dog kits have been postponed until 2000.

Copper State Models



1/48th

Released at the IPMS/USA National Convention in July was the resin, metal and etched brass kit of the Sopwith 1 1/2 Strutter. This kit retails for \$64.99.

The next two kits due will be the Sopwith Swallow and the Morane Saulnier A.1.

ExtraTech

1/72nd

A new etched brass detail set for the Hasegawa Focke Wulf Ta 154 V3 has just been released by ExtraTech. Also available is a lovely little resin and etched brass Rolls Royce Nene engine.

UK sources for this range include Aeroclub.

Korat Model

1/72nd

Better known for their resin kits, this Czech manufacturer has just released four new accessory sets. These include an etched detail set for the Focke Wulf Fw 190D-9 (D72-02), a smaller etched fret for the Junkers Ju 87G (D72-10) and an etched brass, white metal and resin set, also for the Ju 87G, but this time offering 'unspatted' main undercarriage legs (D72-13). The final item is a set of resin Wfr.Gr.28/32 rockets with etched brass fins (D72-17).

Korat products can be obtained in the UK from Hannants.

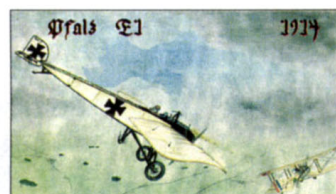
Flashback/Arthur



1/48th

We will list this manufacturer's latest product under this name, as the box states both companies, and also includes Hippo Models just for good measure! Their latest kit is the Aviatik Berg D.I (Lo) Serie 115 and includes lozenge decals, resin engine, rubber tyres and spoked wheels, and retails for £12.95.

AJP Maquettes



1/48th

The latest kit in their '14-18' series is the Pfalz E.I. This kit is made entirely of etched

brass, with metal engine, cowling, propeller and machine gun. Covering the model is achieved using a thin material supplied by AJP, but the modeller will have to add all the markings from the spares box, or by hand.

For more details on their entire range, contact: AJP Maquettes, 86270 Coussay les Bois, France. Tel/Fax: 05 49 86 50 83.

A-Model



1/72nd

Apart from the new Pitts Special and KOR-1 previewed elsewhere, the most recent kit from this company is the Yak-18. This will be followed by the Beriev Be-2 and the Voyager World Cruiser.

Model Design Construction

After their excellent Mosquito upgrade set, MDC will be producing similar accessories for the new Hasegawa Bf 109K-4, Hurricane Mk I and the Tamiya Mosquito B Mk IV/PR Mk IV.

MPM



1/48th

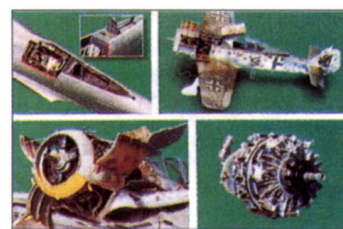
The Morane Saulnier that was re-engined with a Russian powerplant by the Finnish Air Force, and referred to as the 'Mörkö Morane' will be released by MPM very shortly. Also due is a new kit of the Arado Ar 95, which explains why Classic Resin Airframes cancelled theirs earlier this year!



1/72nd Scale

The long awaited Fairey Barracuda should be out in the next month. The next release will be the Hispano HA-200 Saeta (72083), although we have no confirmed release date at present.

Czech Master Resin



1/48th

CMK will shortly produce an upgrade set for the Focke Wulf Fw 190A that will include a new interior and a complete BMW 801 engine. The set will be designed for the Tamiya kit, but no release date or price is currently available.

Historic Plastic Models



1/48th

Hot on the heels of the Classic Airframes version, this manufacturer has also released a limited-run kit of the N.A. P/F-51H.

M-Avia

1/72nd

This is a new name from the Ukraine, and their first product will be an injection moulded plastic kit (100 parts) of the MBR-2bis. The kit will include decals for Soviet, Finnish and North Korean Air Forces.

There is no current UK importer for this range.

Pend Oreille Model Kits

1/35th

Not really an 'aircraft' scale, this manufacturer is producing a very limited run resin kit of the Messerschmitt Bf 109G-6, so that armour modellers can pose a suitably sized aircraft next to their vehicle model. The kit will feature 39 resin, 2 vac-form and 14 etched brass components, plus decals.

Siga Model



1/72nd

This Ukrainian firm has released an injected kit of the North American FJ-1 Fury in this scale. To date there is no UK importer for the range, so interested parties should contact the firm directly.

Siga Models, co, Jaroslava Galana 12, Odessa 270031, Ukraine.

Email: maulmer@eurocom.od.ua.



Prize Draw Results

Revell® and Scale Aviation Modeller International offered you the chance to win one of ten superb 1/48th scale kits in the July issue. The closing date for entries was the 4th August 1999, and the following people are the ten lucky winners.

Winners

1/48th Scale Junkers Ju 52/3m

A.J. Herschell, Birmingham
A.R. Wigdall, Leeds
Thomas J. Long, Florida, USA.
S.A. Rayner, Cambridge
D. Tollet, Belgium

1/48th Dassault Rafale M

J. Zetterstrom, Sweden
G.T. Lynes, Abingdon
R. J. Wright, Littlethorpe
S.C. Browne, Liverpool
P. Hammond, Cheshire.

Thank you to everyone who entered. Our congratulations to the ten lucky winners and out thanks to Revell®, Binney & Smith (Europe) Ltd for their generosity. Note: allow 28 days for delivery.

Kyosho

1/48th

This is a new firm to me, but apparently this Japanese firm has announced a new kit of the Sukhoi Su-31 in this scale. To date we have no further information, but will keep you updated.

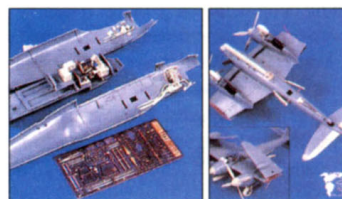
Verlinden

1/72nd



New detail sets released in this scale include ones for the Academy P-39N/Q Airacobra (1454 - £9.95/\$14.95) and the Hasegawa Curtiss P-40N (1451 - £14.25). Each set includes resin and etched brass details.

1/48th



A new interior upgrade for the Tamiya de Havilland Mosquito is due shortly from VP. The set (1460 - \$13.95) includes resin and etched brass details. Also noted is a TR.33 Sea Mosquito conversion (14605 - \$27.95), which includes wing folds, new propellers, torpedo, RATO bottles, enlarged tailplanes and new main wheels.

WSW



1/48th

This manufacturer has recently released a resin kit of the Curtiss Wright CW-21B that includes decals for a Royal Dutch Air Force and Japanese example. The kit retails for £23.50 and examples can be obtained from Hannants.

Sanger

1/48th

The most recent vac-formed kits from Sanger are the Fouga CM170 Magister (£21.50) and the Focke Wulf Fw 200 (£32.00). Each kit features white metal detail parts, but no decals.

Italeri



1/48th

The ex-Dragon/Trimaster kit of the Focke Wulf Ta 152H-1 has now been reissued under this manufacturer's label. The kit retails for just £11.99, so get one while stocks last!

1/72nd

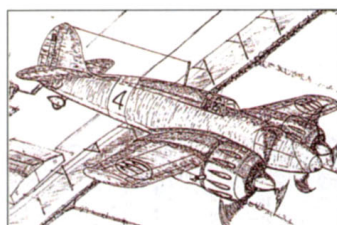
The AS-532 Cougar/Super Puma is now available, and retails for £7.99.

RVHP

1/72nd

Three new resin kits of the Letov S-20 have been released by RVHP. They are the standard S-20, the S-20 Series 1 and the S-20L (Lithuanian example with skis). Each kit features decals and retails for £14.40.

Museum



1/72nd

The new resin kits of the I.M.A.M. Ro.57 (pre-series or final series) are available in the UK from Hannants and retail for £38.50 each.

Paragon Designs

You may have noted the website that was listed for this manufacturer in the recent 'The Modeller and the Internet' feature we published. Apparently this site was posted by a third party for Paragon, and due to a number of difficulties the site has not been updated for four years, and all the contact details etc are incorrect. Paragon assure us that they will be producing their own 'real' website in the future though.

MisterKit

1/72nd

A new mixed-medium kit of the Fiat CR.42 has been produced by this manufacturer. The kit features limited-run injection moulded plastic components with resin engine, wheels etc and an etched brass fret of interior details. As yet we have no confirmed release date or price for this product, but we will keep you posted.

Mando Models



1/144th

A resin conversion intended for the Airfix DH Comet 4B kit will be produced by this manufacturer and will allow you to build

the 3B military version (XP915) that was used by the Blind Landing Experimental Unit, RAE Bedford. The conversion will retail for £6.95 and will be released at the IPMS/UK Nationals in October.

A resin kit of the Sukhanov 'Discoplan' will also be released by Mando at the Nationals and will retail for £16.00.

Special Hobby



1/48th

The Summer-Autumn releases from this company include the Arado Ar 96, the McDonnell XF-85 Goblin and the Flettner Fl 265 V1. Each will be limited-run injection moulded plastic with resin and (possibly) etched brass details.



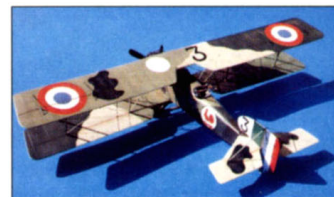
Azur



1/72nd

The Dewoitine D-371/372 and the Hanriot H.232 will be the next limited-run injection moulded plastic kits from this company.

Hi-Tech



1/48th

The long-awaited kit of the Breguet 14B2 is now available, and it is superb.

Revell-Monogram (continued)

A number of the old 1/48th scale kits will be reissued with their original box art later this year. So far the list includes the Fw 190 (£9.95), Hurricane Mk IIC (£11.95), Typhoon Mk Ib (£11.95), T-28A (£9.95), P-51B Mustang (£9.95) and Bf 109E (£9.95) all at \$11.00, and the F4U-4 Corsair (£9.95), F6F-5 Hellcat (£11.95), SB2C Helldiver (£11.95), OS2U-3 Kingfisher (£11.95), Devastator TBD-1 (£9.95), Wright Flyer (£11.95), TBF Avenger (£11.95) and Ju 87G-1 (£11.95), all at \$12.25. Other releases will include the C-47 Skytrain (£16.95) and B-24D Liberator (£16.95), both at \$23.50, and the de Havilland Mosquito (£11.95) at \$13.50. This series has been entitled 'Monogram Classics'.

Also noted for release in the USA are the F-5E Tiger II (Sept - \$11), N.A. B-25J (November - \$16.50) and the Republic F-105D (November - \$13.50). The B-58 Hustler is already available and retails for \$38.50. Each kit includes the same decal options as the previous issues, but they have been reprinted to a higher quality.

1/72nd

The Albatross SA-16B (£11.95) will be reissued in the Monogram Classics series at \$16.25.

1/138th

One of the releases in the 'Monogram Classics' series will be the Super-G Constellation (£9.95) at \$12.25.

NOTE: Each of the Monogram Classic series kits will include new silk-screen decals and a unique sew-on patch.

UK release of the Monogram Classic Series will commence in September 1999.

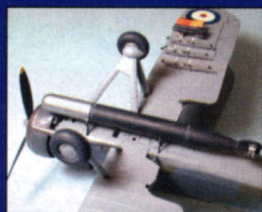




Tamiya

1/48th

Rumours are rife at present about the next new kit in this scale from Tamiya. Top of the list at present is the North American F-100D Super Sabre, but this has not been confirmed. What is confirmed though is the release of the next version of the Mosquito, which will be the B Mk IV/PR Mk IV. Big news is still the Swordfish, so we make no excuse in offering some more views of the prototype kit directly from Tamiya Inc.



Now available in the UK is the TF Mk X version of the Bristol Beaufighter and it retails for £18.99.

1/72nd

After the release of the scaled-down F-84G it is thought that the Beaufighter will be the next kit to be released in this scale, quickly followed by the Mosquito.

1/100th

The release of the Boeing B-52 Stratofortress has been confirmed for the last quarter of this year.

Due at the end of July will be the Dewoitine D.501 and this will be followed in September by the Dassault Mystere IVA.

Neomega

1/48th

The next resin update from this manufacturer will be for the Airfix E.E. Lightning.

1/72nd

New resin kits from Neomega in this scale will include the UTI-4 (two-seat I-16) and hopefully stocks will be available by the time these words are read.

Interavia



1/72nd

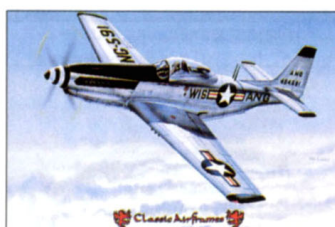
The most recent kit from this company is the Lavochkin La-9.

InTech

1/72nd

The North American P-51B/C and Mustang III we previewed a few months ago can be obtained in the UK from The Turntable, and they retail for £2.99 plus postage.

Classic Airframes



1/48th

Following on from their P/F-51H kit, this manufacturer released the Boeing F4B-4 and P-12E at the IPMS/USA National Convention in July.

These two kits will be followed by a 'Vichy' version of their Morane Saulnier MS.406 kit later in the year.



Combat Models

1/72nd

The next couple of vac-form kits due from this manufacturer will be the Ju 90/290/253 and the Ju 390.

1/48th

Possible releases in this scale for 1999 will include the Grumman Guardian, P2V and the Mavis flying boat.

Jerry Rutman

1/72nd

The resin detail set for the Combat Models vac-form C-124 kit is now available. The set includes a full cockpit interior, landing gear, engine cowlings, engines and propellers and it retails for \$37.95.

Shesto



The most recent modelling tool released by Shesto is the Headband Magnifier Kit. This item has four interchangeable lenses, a built-in spotlight and an adjustable headband, and it retails for £34.95 plus postage. Contact Shesto on 020 8451 6188 (Fax: 020 8451 5450).

ICM



1/48th

The most recent kit from this manufacturer is the Yak-7B with skis and it's a follow-on to the previous Yak-7A and Yak-7V versions.



Future releases will include the Yak-7UTI and MiG-3.



1/72nd

Kits to look forward to in this scale will include the TB-3 with M17 inline engines, the Polikarpov I-16 Type 24, Sukhoi Su-2, Yak-7A and Yak-9T.

Lone Star Models



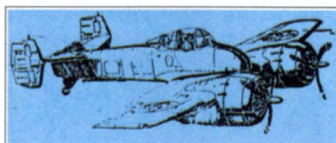
1/32nd

A resin conversion for the Hasegawa Messerschmitt Bf 109E that allows you to make a Bf 109B/C or D version has just been produced by Lone Star. The set retails for \$40.00 and includes decals. Also available in this scale are cockpit detail sets for the Hasegawa F6F-3 Hellcat and the Revell F4U Corsair. They retail for \$13.00 and \$28.00 respectively.



1/48th

Although not really new, note should be made that a cockpit upgrade set for the Tamiya Mitsubishi Ki-46III Dinah is available for \$17.00 from Lone Star. A new resin interior upgrade for the Minicraft XF5F-1 Skyrocket is also available and retails for just \$11.00.



In the new 'Speed Demon' series of resin racing aircraft conversions, the first subject released is the 1969 version of 'Conquest One' the much modified F8F Bearcat. This resin and vac-formed clear conversion includes decals and retails for \$40.00.



For more details contact Lone Star directly at: 13758 Drakewood, Sugar Land, TX 77478, USA.

Email: lsmodels@ix.netcom.com.

Final Connections

1/48th

An excellent new interior upgrade for the Italeri (Testors/Hawk) Westland Lysander has just been produced by this manufacturer. The set includes a complete resin interior for the kit and retails for \$15.00.

Contact Final Connections, 5, Dwyer St, Merrimack, NH 03054, USA.

Email: kinalk@earthlink.net

CraftWorks Inc.

1/32nd

The next three kits due from this manufacturer were on show at the recent IPMS/USA National Convention and they were the Lavochkin La-5, La-5FN and the North American Harvard. There are no release dates or prices as yet, but we will keep you informed.

Koster Aero Enterprises.

1/48th

The excellent new mixed-medium kit of the Focke Wulf Fw 200 was on display at the Koster stand during the IPMS/USA National Convention.

Accurate Miniatures

1/48th

Once again all versions of the B-25 series from AM were on their stand at the IPMS/USA National Convention. They looked stunning, and we are all waiting to hear of the confirmed release date. They will be worth the wait though!

1/72nd

The test shots of the Il-2 series in this smaller scale were also on AM's stand at the event. These looked as good as their bigger brothers, and must have been so good, because some cretin pinched them!

TAC Scale Dynamics

Much confusion has reigned about this manufacturer of late. News was that another US manufacturer had bought them out, etc. The entire range is now being distributed in the USA by Sentai, so anyone with requirements from this range should contact them directly.

Kendall Model Company

1/72nd

The Boeing 727 is apparently now due in the Autumn. Problems with production outside of KMC's control have led to this delay, but they hope to get the kit back on schedule and have it available later this year.

Black Box

1/48th

As a sideline from the KMC range, one of the partners has started up this firm and the first release, an upgrade set for the A-6 Intruder, has been issued.

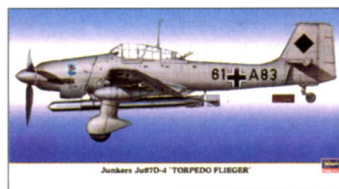
Hasegawa



1/72nd

New releases in this scale for the end of July include the Kugisyo P1Y1 Ginga Type 11 'Torpedo Version' (00025), AD-6 Skyraider 'First of the Fleet' (00023), F-14D Tomcat 'VF-11 Red Ripper' (00024) and the Kawasaki Ki-61 Hien with Home defence markings (AP177). All these are limited edition kits and 00023 retails for £8.99 and 00024 is £14.99.

The next version of the Mosquito in this scale is due soon, although no confirmed date has been given. This kit will be the FB Mk VI (CP18) and hopefully will be at the same (£9.99) price as the previous version.



1/48th

In this scale there is a limited edition release of the Junkers Ju 87D-4 'Torpedo Flieger' (09307) that includes a resin torpedo and release gear and retails for £19.99. The F-86F has been released with new markings depicting a QF-86F Drone (09307). No modifications have been made to the cockpit interior of the kit, but this version is also a limited edition and retails for £15.99.

Yes, it is official, the next new 1/48th scale kit from Hasegawa will be the Henschel Hs 129B-2 (HA09071). This seems an odd choice, but not one Luftwaffe fans will complain about. The kit will be an all-new tooling (NOT the old Esci kit) and will be in the USA first at \$25.98 in October.

PD Models

We noted in Australia that this firm is currently advertised for sale. The business, including remaining stock, artwork and goodwill, are valued at \$10K to \$15K. Interested parties should submit offers in writing to:

PD Models, P.O. Box 883, Eltham, Vic 3095, Australia.

Halo Decals

1/72nd

This is a new name to us from Australia and they are about to add some more decals to their range. The next two sheets will be RAAF 'Roolettes' Aeromacchi MB.326H (HD-0720004S) and RAAF Aeromacchi MB.326H general aircraft numbers - black (HD-0720005S).

Future releases will include RAAF No. 25 (City of Perth) Squadron Aeromacchi MB.326H (HD-0720006S), RAAF No. 76 Squadron Aeromacchi MB.326H (HD-0720007S), Bell UH-1 Iroquois (HD-0720008S) and Bell Sioux (HD-0720009S).

No prices for these sheets are currently available, but anyone interested in the range should contact: Halo Decals, P.O. Box 259, Guildford, WA6935, Australia.

Email: seacode@hotmail.net.au

Red Roo Models

1/48th

The latest product in this scale from Red Roo is a photo etched set of WWII RAAF harness and accessories which includes Sutton harness, generic British and American harness, two styles of gunsights, rear view mirrors etc, and retails for Aus\$8.95.

1/72nd

New accessories in this scale include a Spitfire Mk Vb tropical filter (Aus\$3.95), Spitfire Mk Vc cannon bulges (Aus\$3.75) and Spitfire Mk Vc oil cooler (Aus\$2.95).

A&V Models

Kokusai Ki - 59



1/72nd

The latest resin kit from this manufacturer is the Kokusai Ki-59 transport and it retails for £19.50

The next issues from them will include the Yak-50, Tachikawa Ki-54, H.P. 75 Manx, A.E.52, Tsibin NM-1, Mitsubishi Ki-57, Tachikawa Ki-74 and the lovely looking Tichonrawow 302P and 302 projects.



Academy



1/72nd

The next two releases from Academy will be the N.A. P-51B 'Old Crow' and the Hawker Tempest Mk V.

Arba Products

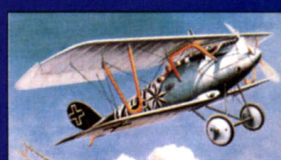
1/48th

Arba have just produced resin Tempest tailplanes for the Hasegawa Typhoon and they retail for £3.99 a set.

Eduard

1/144th

The first four kits in this new series will be the Focke Wulf Fw 190A-5 (4401), Focke Wulf Fw 190F (4402), Messerschmitt Bf 109F (4405) and the Messerschmitt Bf 109G (4406).

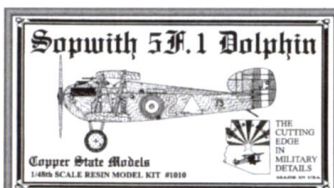


1/48th

Injection moulded plastic bases representing PSP are now available in this scale. The 244mm x 160mm base retails for £2.50. The 'Profi Pack' version of the Heinkel He 280 is also available, and retails for £16.95. The Roland C.II kit should be out in October, and the Pfalz D.IIIa will be released towards the end of the year.

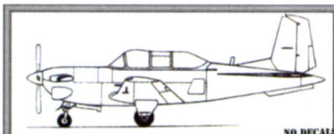
1/72nd

The injection moulded plastic PSP base offered in 1/48th scale is also available in this smaller scale. The 236mm x 165 base retails for £2.50.



Sopwith 5F.1 Dolphin

Manufacturer: Copper State Models
Scale: 1/48th **Price:** \$64.99
Kit No: CSM K1010
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal and Etched Brass
Parts: 8 Resin, 31 Metal, 84 Etched, 8 Acetate
Decal Options: 2 (No.93 & No.81 (Canadian) Squadrons)
Manufacturer: Copper State Models, 3245 E. Hillery Drive, Phoenix, AZ 85032, USA.
Tel: 602 867 8822



Beech T-34C Turbommentor

Manufacturer: Sky Models
Scale: 1/48th **Price:** £39.95
Kit No: 016 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: 54 Resin, 2 Clear
Decal Options: None
Manufacturer: Sky Models, via Nonantola 10, 00100 Rome, Italy.
UK Source: Hannants



Messerschmitt Bf 109K-4

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £14.99
Kit No: JT63 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 63 Plastic (Light Grey), 4 Clear
Decal Options: 2 (II/JG 3 & II/JG 27)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



Hawker Typhoon Mk Ib 'Tear Drop Canopy'

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £14.99
Kit No: JT60 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 89 Plastic (Light Grey), 9 Clear
Also Includes: 4 Poly Caps
Decal Options: 2 (No. 247 & No. 182 Squadrons)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



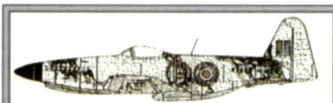
RAH-66 Comanche

Manufacturer: Italeri
Scale: 1/48th **Price:** £9.99
Kit No: 860 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 118 Plastic (Dark Green), 10 Clear
Also Includes: Plastic Mesh
Decal Options: 2 (1st & 2nd Prototype)
Manufacturer: Italeri Spa, Via Pradazzo 6, I-40012 Calderara di Reno, (Bologna), Italy
Tel: +39 51 726037
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 261721 **Fax:** 01442 240647



Junkers Ju 87D-1/D-3

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £17.50
Kit No: JT185 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 96 Plastic (Light Grey), 7 Clear
Also Includes: 4 Poly Caps
Decal Options: 2 (III./St.G.2 & I./SG 5)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



Martin Baker M.B.5

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £18.25 +P&P
Kit No: 6372 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: 14 Resin, 18 Metal, Clear 2
Decal Options: 1 (Prototype)
Manufacturer: Magna Models, 4, Brian Close, Sandford, Wareham, Dorset. BH20 7BJ **Tel:** 01929 553518



Bristol Beaufighter Mk X - 500lb Bombs

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £17.99
Kit No: CP119 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Production: Limited Edition
Type: Injection Moulded Plastic
Parts: 88 Plastic (Grey), 8 Clear
Also Includes: 4 Poly Caps
Decal Options: 2 (No.455 Sqn)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



de Havilland Mosquito B Mk IV

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £9.99
Kit No: CP17 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 68 Plastic (Light Grey), 11 Clear
Decal Options: 2 ('Grim Reaper' No. 109 Sqn & DZ353 No. 105 Sqn)
Manufacturer: Hasegawa Seisakusho Co., Ltd., 3-1-2 Yagusu Yaizu, Shizuoka 425-8711, Japan.
Tel: 054 628 8241 **Fax:** 054 627 8046
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



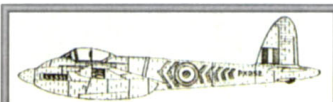
Supermarine Spitfire Mk Vb

Manufacturer: Italeri
Scale: 1/72nd **Price:** £3.50
Kit No: 001 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 53 Plastic (Grey), 9 Clear
Decal Options: 3 (No.249 Sqn, No. 244 Wing & 355th FS, 4th FG)
Manufacturer: See address elsewhere.
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 261721 **Fax:** 01442 240647



Nakajima Ki-84-I Type 4 Fighter

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £14.99
Kit No: JT67 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 103 Plastic (Light Grey), 11 Clear
Also Includes: 10 Poly Caps
Decal Options: 2 (22nd Fighter Regiment & Hitachi Training Flight Div)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



de Havilland Hornet F.1

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £22.95 +P&P
Kit No: 6172 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: 17 Resin, 19 Metal, Clear 3
Decal Options: 1 (No.19 Squadron)
Manufacturer: See address elsewhere.



H-21C Shawnee 'Flying Banana'

Manufacturer: Italeri
Scale: 1/72nd **Price:** £7.99
Kit No: 007 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 83 Plastic (Dark Green), 14 Clear
Also Includes: Plastic Mesh
Decal Options: 3 (US Army, French Navy & German Army)
Manufacturer: See address elsewhere.
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 261721 **Fax:** 01442 240647



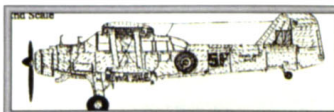
Hawker Hurricane Mk I

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £14.99
Kit No: JT65 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 66 Plastic (Grey), 8 Clear
Also Includes: 4 Poly Caps
Decal Options: 2 (No. 87 & No. 32 Squadrons)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



de Havilland DH 60G Gipsy Moth

Manufacturer: ABC Modellfab
Scale: 1/72nd **Price:** £TBA
Kit No: 7203 **Panel Lines:** Raised ✓
Status: Reissued ✓ **Origin:** FROG (UK)
Type: Injection Moulded Plastic
Parts: 30 Plastic (Green)
Decal Options: 1
Manufacturer: ABC Modellfab, 25-520 Kielce 21, skr. poczt 608, Poland
Tel: 0-41 34 26 593 **Fax:** 0-41 34 27 562



Fairley Albacore

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £23.95 +P&P
Kit No: 6472 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: 15 Resin, 19 Metal, Clear 2
Also Includes: Clear Plastic Stock & Length of Brass Rod
Decal Options: 2
Manufacturer: See address elsewhere.



Messerschmitt Bf 109G-4 'Hartmann'

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £14.99
Kit No: 09303 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Production: Limited Edition
Type: Injection Moulded Plastic & Resin
Parts: 70 Plastic (Grey), 3 Resin, 4 Clear
Decal Options: 2 (7/JG 52 & 8/JG 53)
Manufacturer: See address elsewhere.
UK Importer: Amerang Ltd, Commerce Way, Lancing, West Sussex. BN15 8TE
 Tel: 01903 765496 Fax: 01903 765178



Northrop B-2 Stealth Bomber

Manufacturer: Testors
Scale: 1/72nd **Price:** £27.95
Panel Lines: Raised ✓ **Status:** Reissue ✓
Type: Injection Moulded Plastic
Parts: 92 Plastic (Dark Grey), 6 Clear
Also Includes: Acrylic Paints, Cement & Paint Brush
Decal Options: 1 (First Delivery Flight)
Manufacturer: The Testor Corporation, 620 Buckbee Street, Rockford, IL 61104, USA.
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts.



Hansa Brandenburg D.I

Manufacturer: Toko
Scale: 1/72nd **Price:** £4.75
Kit No: 117 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 40 Plastic (Grey) **Decal Options:** 1
Manufacturer: Toko, Experimental Industrial Technologies Plant JNT STK, Mashinobudivna 46, Kiev 252180, Ukraine.
 Tel: +38 044 458 05 02 or 05 03 Fax: +38 044 446 53 05
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL 6 0ND
 Tel 01707 391509 Fax: 01707 327466



North American P-51/P-51A Mustang

Manufacturer: Maty ModelArz
Scale: 1/72nd **Price:** £TBA
Kit No: None **Panel Lines:** Raised ✓
Status: Reissued ✓
Origin: Model News (Poland)
Production: Limited Edition
Type: Injection Moulded Plastic
Parts: 44 Plastic (Grey), 3 Clear
Decal Options: 4
Manufacturers: See address elsewhere.



de Havilland Vampire Mk 1 (J 28 A)

Manufacturer: Marivox in co-operation with Daedalus Models
Scale: 1/72nd **Price:** £TBA **Kit No:** LE-1
Panel Lines: Raised & Recessed ✓
Status: Revised Tooling ✓
Production: 700 Worldwide Only
Origin: Heller (France)
Note: Ltd Plastic by Tasman, Vac-form Canopies by Falcon
Type: Injection Moulded & Limited-run Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: 40 Plastic (Grey), 10 (Ltd), 47 Etched, 2 Vac-form, 3 Clear
Decal Options: 7
Manufacturer: Marivox Models, Dösvägen 58, 226 54 Lund, Sweden. Tel/Fax: 46 46 305634 & Daedalus Models, Hobby Importen, Box 3131, S-600 03, Norrköping, Sweden.



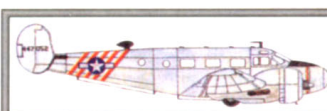
North American P-51B Mustang III

Manufacturer: Revell®
Scale: 1/72nd **Price:** £22.95
Kit No: 04133 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 47 Plastic (Dark Green), 2 Clear
Decal Options: 2 (No. 316 & 234 Squadrons)
Distributor: Revell® Binney & Smith (Europe) Ltd, Amphill Road, Bedford. MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110



Mitsubishi Ki-83

Manufacturer: LF Models
Scale: 1/72nd **Price:** £TBA
Kit No: 7220 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: 30 Resin, 2 Metal, 31 Etched, 2 Vac-form Clear
Also Includes: 4 Metal Rods & Instrument Panel Placard
Decal Options: National Insignia Only
Distributor: LF Models, Gagarinova 10, 787 01 Sumperk, Czech Republic.
 Tel: +420 649 221232 Fax: +420 649 212139 Email: tofi@sumperk.net.cz



Beech 18

Manufacturer: Battleaxe
Scale: 1/48th **Price:** £32.50
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic & Vac-formed Clear
Parts: 86 Plastic (Grey), 14 Clear
Decal Options: 3 (USAAF, USN & Aeronautique Navale)
Manufacturer: Battleaxe, 71, Grande Rue, 95760 Valmondois, France. Tel: 34 69 60 00
UK Source: Hannants



Supermarine Spitfire MK XII

Manufacturer: Maty ModelArz
Scale: 1/72nd **Price:** £TBA
Kit No: N/A **Panel Lines:** Raised ✓
Status: Reissued ✓ **Origin:** FROG (UK)
Type: Injection Moulded Plastic
Parts: 34 Plastic (Green), 1 Clear
Decal Options: 3
Manufacturer: ABC Modelarb, 25-520 Kielce 21, skr. poczt 608, Poland
 Tel: 0-41 34 26 593 Fax: 0-41 34 27 562
 & Warrior Models ul. Kozanowska 75/16, 54-152 Wroclaw, Poland



Aviatik (Berg) D.I

Manufacturer: Toko
Scale: 1/72nd **Price:** £4.99
Kit No: 120 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 39 Plastic (Grey)
Decal Options: 2 (inc Lozenge Decals)
Manufacturer: See address elsewhere.
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL 6 0ND
 Tel 01707 391509 Fax: 01707 327466



Dornier Do 317 V1

Manufacturer: Special Hobby
Scale: 1/72nd **Price:** £15.95
Kit No: SH 72018 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic, Resin & Vac-form Clear
Parts: 61 Plastic (Grey), 10 Resin, 3 Clear
Decal Options: 1
Manufacturer: Special Hobby s.r.o., Plovdivská 3406, P.O. Box 130, 14300 Praha 4, Czech Republic.
Distributor: MPM s.r.o., V.Hodkovickach 2, 147 00 Praha 4, Czech Republic
 Tel: +42 2 402 26 73, +42 2 402 25 53 or +42 2 402 64 32 Fax: +42 2 402 25 52 or +42 2 402 25 54
 Email: office@mpm.cz or export@mpm.cz



Polikarpov Po-2/U-2 Light Bomber

Manufacturer: Modelkrak & Jadar Model
Scale: 1/48th **Price:** £TBA
Kit No: 48 001 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Resin & Etched Brass
Parts: 54 Resin, 76 Etched, 2 Acetate
Also Includes: 9 Wire Reinforced Resin Struts, Pre-soldered Brass Undercarriage & Clear & White Plastic Sheet
Decal Options: 3
Manufacturer: Jadar-Model s.c., ul. Reichniewskiego 5a/26, 03-980 Warszawa, Poland. Fax: 0 22 671 46 21



Polikarpov Po-2 (CSS-13)

Manufacturer: ABC Modelarb
Scale: 1/72nd **Price:** £TBA
Kit No: 7202 **Panel Lines:** Raised ✓
Status: Reissued ✓
Origin: KP (Czech Republic)
Type: Injection Moulded Plastic
Parts: 70 Plastic (Green), 3 Clear
Options: Night Bomber, Skis or Floatplane
Decal Options: 7
Manufacturer: ABC Modelarb, 25-520 Kielce 21, skr. poczt 608, Poland
 Tel: 0-41 34 26 593 Fax: 0-41 34 27 562



Mil Mi-1

Manufacturer: Special Hobby
Scale: 1/48th **Price:** £TBA
Kit No: SH 48001 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic, Resin & Vac-form Clear
Parts: 39 Plastic (Grey), 16 Resin, 8 Etched, 2 Clear
Decal Options: 5
Manufacturer: See address elsewhere.
Distributor: MPM. See address elsewhere.



Nieuport 16c

Manufacturer: Toko
Scale: 1/72nd **Price:** £3.99
Kit No: 124 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 50 Plastic (Grey) **Decal Options:** 4
Manufacturer: See address elsewhere.
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL 6 0ND
 Tel 01707 391509 Fax: 01707 327466



Curtiss P-40N '15.000th'

Manufacturer: Create 310
Scale: 1/48th **Price:** £TBA
Kit No: N/A **Panel Lines:** Recessed ✓
Status: Reissued & Upgraded Tooling with New Decals ✓
Origin: Mauve (Japan)
Type: Injection Moulded Plastic, Resin & White Metal
Parts: 75 Plastic (Green), 11 Clear, 3 Resin, Metal 16 **Decal Options:** 1
Manufacturer: CREATE 301, P.O. Box 52, Yaizu-City, Shizuoka 425-869, Japan.
 Fax: 001 82 54 629 9495



KOP-1

Manufacturer: A-Model
Scale: 1/72nd **Price:** £TBA
Kit No: 7225 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic.
Parts: 44 Plastic (Grey), 2 Clear
Decal Options: 2
Manufacturer: A-Model, Ukraine
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts. AL 6 0ND
 Tel 01707 391509 Fax: 01707 327466



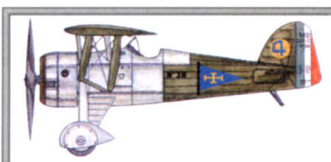
North American NA-64 Yale

Manufacturer: Belcher Bits
Scale: 1/48th **Price:** Can\$59.99
Kit No: BK-04 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Origin: Occidental (Portugal)
Type: Injection Moulded Plastic & Resin.
Parts: 69 Plastic (Yellow), 11 Resin, 10 Clear
Also Includes: 'E-Z Mask' Die-cut Canopy Masks
Decal Options: 4 (French A.F. Luftwaffe & RCAF)
Manufacturer: See address elsewhere.



Hiller UH-12

Manufacturer: Special Hobby
Scale: 1/72nd **Price:** £TBA
Kit No: SH 72017 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic, Resin & Vac-form Clear
Parts: 19 Plastic (Grey), 20 Resin, 2 Clear
Decal Options: 3
Manufacturer: See address elsewhere.
Distributor: MPM. See address elsewhere.



Morane-Saulnier MS.225C1

Manufacturer: Battleaxe
Scale: 1/48th **Price:** £24.95
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic & Vac-formed Clear.
Parts: 58 Plastic (Grey), 1 Clear
Decal Options: 3
Manufacturer: See address elsewhere.
UK Source: Hannants



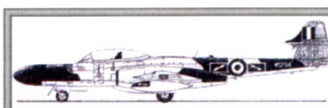
Pitts S-2A Special

Manufacturer: A-Model
Scale: 1/72nd **Price:** £5.99
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic.
Parts: 31 Plastic (White), 2 Clear
Decal Options: 4
Manufacturer: A-Model, Ukraine
UK Importer: Pocketbond Ltd. See above.



Kamov Ka-25

Manufacturer: Sky High
Scale: 1/72nd **Price:** £TBA
Kit No: N/A **Panel Lines:** Recessed ✓
Status: Re-issue ✓ **Origin:** A-Model
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic.
Parts: 61 Plastic (White), 12 Clear
Decal Options: 2
Manufacturer: Sky High, Ukraine



Armstrong Whitworth Meteor NF 14

Manufacturer: Aeroclub
Scale: 1/48th **Price:** £27.50
Kit No: K440 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Vac-formed & Limited-run Injection Moulded Plastic, Resin, White Metal & Vac-form Clear
Parts: 11 Plastic (Vac), 12 (Inj), 5 Resin, 43 Metal, 2 Clear
Decal Options: 2
Manufacturer: Aeroclub, 5, Silverwood Avenue, Ravenshead, Nottingham. NG15 9BJ
 Tel: 0115 967 0044
 Fax: 0115 967 1633



North American BT-14

Manufacturer: Belcher Bits
Scale: 1/48th **Price:** Can\$59.99
Kit No: BK-03 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Origin: Occidental (Portugal)
Type: Injection Moulded Plastic & Resin.
Parts: 69 Plastic (Yellow), 11 Resin, 10 Clear
Also Includes: 'E-Z Mask' Die-cut Canopy Masks
Decal Options: 4
Manufacturer: Belcher Bits, 33, Spruce Street, Stittsville, Ontario, K2S 1P3, Canada. Tel: 613 836 6575

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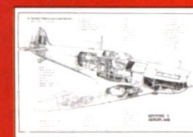
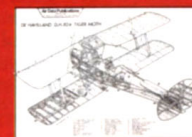
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North American A-36A Apache



Technical Data

Manufacturer: Condor
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Price: £3.25
Type: Injection Moulded Plastic
Parts: Plastic 43, Clear 2
Decal Options: 2
Manufacturer: Condor [MPM Ltd] (see Advertisers Index)
UK Source: Hannants

The Kit

A new kit from Condor, out of the MPM stable; this model is moulded in their usual pale grey and fairly soft plastic. It was clear from the outset that I was in for a fun time, for there was a fair bit of heavy flash on most parts. Also the mould parting lines were very evident on most parts, plus the sprues were heavily joined to the parts. What stuck out like a sore thumb were the ghastly wheels! These were the worst I have ever seen. They were all over the place, misshapen, pitted, most obviously a casting flaw. I thought some one had stuck their thumb on them and pressed hard while they were still hot (perhaps they had!). Replace them immediately from the spares box or other source if yours are like the wheels supplied in my review sample. The cockpit canopy is a superb one-piece item, being thin and clear, also a solid landing light transparency is supplied. These are just packed loose in with the other parts and so are prone to scratches. The engraved detail is very well done, except that the dive brakes show up as faint marks engraved on the upper and lower wing surfaces. I would have preferred to see these as separate parts. Decals are given for two A-36A Apaches of the US Army Air Corps. A correction sheet is provided for the national insignia, as those

supplied on the main sheet have been misprinted in the wrong colours, a nice touch, I thought. There are eleven unused parts included on the sprues, these being for forthcoming variants of the A-36A from this manufacturer.

Instructions

These are in pamphlet form with the usual step-by-step lay out, with all the construction painting clearly marked. These are often given, unusually, in two colour options! The main painting and decal placement guide is really excellent. The colours are called out by name and also by Humbrol number. The back of the main artwork carries a series of five colour sketches of various details, although here the colours are given in Humbrol and also Tamiya numbers! A parts map is included and you may well need it as none of the parts on the sprues are numbered. Unused parts are quite well marked. A brief but accurate history of the type is given along with unit and group information.

Construction

Building this kit looks deceptively simple once all the parts are cleaned of flash and mould lines. I began in the cockpit with the seat, armoured back plate and control column by gluing them to the main floor. I chose to paint the seat Aluminium to represent the earliest type, with Yellow Zinc Chromate for the rest of the interior. I added seat belts from the Reheat range to the otherwise featureless seat. Next I painted the instrument panel and added the lovely decal supplied to it once it was dry. This was glued in place, along with the completed floor, exhaust stubs and the pre-painted tail wheel. This all done, I joined the two fuselage halves together and a good fit it was too with no gaps or flaws. When I made up the wing from the three parts, I found the parts would not fit. Why? A messy lot of miscast plastic inside the tips of each of the mating surfaces! This had to be gingerly filed away. Once done, the parts fitted quite well. This was not the case with the fuselage-to-wing fit, as there were gaps everywhere and I used Milliput to fill these in. The tailplanes fitted well. Now to the two-part air intake. The fit was awkward

and very poor indeed. I had to file, scrape and wet'n'dry the whole area to get a decent clean line. Now that main undercarriage; I painted the legs Yellow Zinc Chromate and likewise the wheel wells. I was determined to rescue those atrocious main wheels that by rights should be launched straight in the dust bin. Using some liquid resin, scrap plastic and - er - 'words', I managed to get a pair of 'just about passable' wheels! These were glued to the legs and then

Each unit was added to the model. All the undercarriage doors fitted well when glued in place. I made up and painted the two excellent bombs. The propeller unit is made up of five parts and I found I needed great care to fit the separate blades correctly. The two chin machine guns proved to be almost 1/4 inch too long and had to be cut down to size. I took the liberty of drilling out the four muzzles for the wing mounted guns. A very faint mark is the indication that the aircraft has four wing mounted machine guns otherwise. The cockpit canopy and the landing light both proved to be of perfect fit and were glued into place using Clearfix. The pilot tube is exceedingly fragile, so be warned, brass wire is needed if you breathe near the model!! Lastly, I added the radio aerial and used monofilament to run the antenna from it to the rudder. I had to resort to a lot of tricks using resins, plastics and fillers making this model.

Accuracy

The dimensions given for the A-36A Apache in my references give a wing span of 37' 1/4" and a length of 32' 3". The model scales out with wing span of 35' 8" and a length of 31'. So, a little on the small side but passable. References used were: "Classics - US Aircraft of the Second World War", "Allison Engine Mustangs" and "American Aircraft of WWII".

Colour Options

Both options are the standard Olive Drab with Neutral Grey under surfaces. Only the spinner colour differs, being either Red or Insignia Yellow. I chose to finish my model using Faded Olive Drab. This is nearer to the Engineer's Olive Drab TAC ES-680 used on all Army aircraft in 1943, over the ANA Neutral Grey. I painted the spinner yellow with yellow-tipped black blades. All the interior, the wheel wells and undercarriage doors were

painted Yellow Zinc Chromate, with a thin wash of black. I used the WWII USA colours by Warbird Acrylics, with Aluminium and Rust by Gunze Sangyo.

Decal Options

As noted earlier, there is a corrected sheet of national insignia enclosed.

All the decals are by Propagteam, and are of superb quality being ultra thin and perfectly printed. Two aircraft are catered for, the red spinner one being based at Gela, Sicily in late 1943 with the 524th FBS, 27th FBG. The yellow spinner aircraft is of the 86th Fighter Bomber Group, Tafaraoui Air Base, Algeria. The decals need care to be taken, for once on, they do not shift! The yellow theatre bands, all four of them, required patience to get right. The markings, serial numbers and the smaller items all went on well. What superb decals, and there was no adverse reaction to Micro Sol/Set whatsoever.

Decal Rating = 10/10

Conclusion and Recommendation

Well, what can I say? A simple kit made tedious by poor parts fit, those wheels, and all that cleaning up lead me to say this is a moderate kit rather than a good one. With care, time and patience a very tidy model of this historically important aircraft can be made. It is the only model, to my knowledge, ever made of the A-36A Apache dive bomber in this scale. I enjoyed this kit immensely, despite the shortcomings noted and have added a nice model to my collection.

Not a kit for the novice and that is a pity. I recommend this kit only to the patient and tenacious modeller.

My thanks to Hannants for the review sample.

Dr. Peter Newell



Dassault Rafale M



Technical Data

Manufacturer: Revell®
Scale: 1/48th
Price: £14.95
Kit No.: 04517
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 105 Plastic (Grey), 19 Clear
Decal Options: 2
Distributor: Revell® Binney & Smith (Europe) Ltd, Amphill Road, Bedford, MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110

The Kit

I opened up this kit with mixed feelings as when this aircraft, in the very near future, becomes operational it will finally force the fabulous F-8 Crusader out of service.

Once I had got past my own personal misgivings of the subject matter and looked inside the box I was very impressed at the quality of the parts.

The sprues come in two separate and clear bags to prevent any damage to the parts, there is even a piece of sticky-backed foam over one of the small dorsal antennas to protect it, but the clear sprue was not in its own separate bag, which did seem an odd set of priorities, but at least some attempt to protect the parts was made.

The kit is moulded in light grey plastic, with also a relatively large clear sprue containing fifteen parts which are crystal clear.

The sprues also contain a large choice of underwing stores some of which, such as the FLIR pod, are not applicable to this version.

Instructions

The instructions are of the standard design that Revell® tend to use, on a booklet of sixteen pages with forty-two construction diagrams which are very clear to follow. It includes a painting guide which only relates to Revell paint colours and I personally don't like this because the paints are not that easy to come by, but you can't blame them for pushing their own products.

Construction

I must say that from the very beginning the construction of this kit was so straightforward with such good fit of parts that I didn't follow the construction instructions in a numerical order. It was done

in such a way as to allow me to continue building the kit in sub-assemblies while the pre painted-parts were drying.

I started by building the cockpit area, spraying it black for an undercoat and then spraying this over with two tones of grey before dry brushing with an even lighter grey to create some depth.

While all this was going on I built the main wings which come in upper and lower sections, with the upper surface leading edge moulded onto the lower surface which is great because you don't have to worry about gaps in the wing leading edge or glue making a mess of the narrow join.

The vertical fin was then constructed and added to the upper fuselage along with the main wings and the ventral fuselage spine which I assume is a separate part to allow for a twin-seat version later.

On the lower fuselage I fitted the air

intakes which are the worst fitting parts of the kit, but even here a little careful sanding before gluing paid off, so much so that no filler was required either here or anywhere else on this kit.

The main fuselage sections were now brought together again with an excellent fit, especially considering my slightly unorthodox construction pattern.

Now came the most difficult construction part, the undercarriage, which if you consider there are forty-six diagrams in the instructions of which thirteen are for the undercarriage perhaps you'll understand my saying this. Having said that, if you take time over the construction the undercarriage builds into a well detailed area that looks chunky enough to take the weight of a 747, so God help any French sailor on the Foch when this touches down over their heads.

Construction then moves onto the small odds and sods like the arrester hook, wing pylons, airdials and six bulged formation lights which are moulded in clear plastic and give a very realistic effect.

The canopy can be open or closed and with the cockpit detail being so good it's a crime to shut it. However the opening is achieved via two large lugs on the side of the canopy which I can't believe are representative of the real thing, but I'm sure someone will prove me wrong!

Final task is to complete the ordnance which consist of three Mica and two Magic missiles, plus three 2,000ltr fuel tanks, not all at the same time, obviously.

Accuracy

This proved a difficult task for me, to find the correct dimensions when all of my sources except Air International Vol 44 No 6 (June 1993) gave me approximate figures.

The figures I do have are length 50ft 23/8 in and span 35ft 91/8 in. The model scaled out at 51ft 2in in length and 33ft 7in span, which does seem to be a little out however it certainly has the very elegant appearance of the original and some of the approximate dimensions in other publications are actually for larger measurements so I'll leave this one open to debate.

Colour Options

Two options are available, both in the same grey, either the Prototype M02 or an Flotille 12F example. The colour given is No 374 (Silky Matt Grey) but no other reference is given, so I had to make an educated guess. I actually started by priming the model with Tamiya XF-66 (Light Grey) followed by spraying over the panel lines with Tamiya X-1 (Black) to give some colour contrast. I then coated the whole kit with Aeromaster 9053 (Neutral Grey) which seemed close to the colour photos I've got.

Decals

The decal sheet is of a reasonable size with absolutely loads of stencil detail, which will keep you busy for many an hour due to every decal being of such a tiny size. The colour density and register are very good. The sheet has a gloss finish with only a tiny amount of carrier to each decal so no trimming is necessary. I used Micro Set to settle them down over a coating of Johnsons Klear with no adverse effects.

Decal Rating = 9/10

Conclusion & Recommendation

After getting over my own personal bias against the subject matter this kit turned into a real joy to make. When complete it's quite an eye catcher and goes together so easily that anybody should be able to turn this into a tremendous finished product, even the absolute beginner, so it definitely comes very highly recommended.

Please can somebody now make an F-8 Crusader to the same quality, I will be eternally grateful.

My thanks to Revell®, Binney & Smith (Europe) Ltd. for the review example.

Stefan Good



Polikarpov I-1 (IL-400b)



Technical Data

Manufacturer: ICM
Scale: 1/72nd
Price: £5.49
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 32 (Grey) Plastic, 1 Clear
Decal Options: 1
UK Importer: Pocketbond UK, PO Box 80, Welwyn, Herts. AL6 0ND
 Tel: 01707 391509 Fax: 01707 327466

History

The Polikarpov I-1, or IL-400 to give it its alternate designation (I for Istribityel or Fighter and L-400 for its 400hp American Liberty engine), flew in prototype form in mid 1923. It immediately had to make a crash-landing and was rebuilt with a redesigned wing and tailplane, becoming the L-400B. A further prototype was built followed by a batch of another 30 (probably only a dozen were completed). It was prone to spinning which was very difficult to recover from and never equipped an operational unit.

Its claims to fame are: it was N. Polikarpov's first design, it was the first fighter created in Russia and in 1927 it had Russia's first recorded pilot's escape by parachute from a stricken aircraft.

The Kit

The kit is in quite a large, but thin, cardboard box, with a nice piece of artwork on the lid. The bottom of the box shows the top and side elevations of the completed model with a lettered painting guide. Inside is a sealed bag containing two grey plastic sprues and a tiny

windscreen transparency rattling around loose. It is so small it will easily get lost if you are not careful. The mouldings are crisp and clean with no apparent flash. The detail is a mixture of raised and a few recessed panel lines. No pilot figure is included (normal these days).

Instructions

These are on four sides of A5. The first is a black and white picture of the box top and a brief history in four languages. Two thirds of the second page is a numbered sprue diagram, with the rest of the page and the next offering a four-stage assembly diagram. Page four gives painting guides and decal application tips.

Construction

Construction starts with the cockpit that consists of a floor, seat, joystick and instrument panel. The paint guide shows the cockpit sides, floor and joystick to be Aluminium, the joystick handle and instrument panel Gunmetal. The seat cushion and cockpit edges are leather. The seat back needs a little work to get a good fit when joining the fuselage halves as does the instrument panel as the top of the fuselage is gently curved but the instrument panel is ridged along the top. Before joining the fuselage halves the wing spar has to be fitted into one half the cockpit floor glued to it and then the halves joined. No filler was needed here, just a little rubbing down with wet and dry to conceal the join.

The wings are made up by gluing the wing roots together and sliding them on to the wing spar, and gluing into place. The wings themselves are made up from tops and bottoms and separate trailing edges combining the ailerons. With care and a little rubbing down and rescribing, the wing joints are almost invisible, needing no filler.

The tail unit went together well with no filler needed, just a little rubbing down with

wet and dry at the joints. Be warned! Fit the fuselage tail cone into place before gluing on the rudder or you will have to break the rudder off again to fit it (guess how I found that out!).

The rest of the model goes together well but the position of the undercarriage is not very clear as the location holes in the fuselage bottom are hardly visible. The wing-mounted pitot tube, fuselage and under-wing grab handles have to be made up from stretched sprue.

The radiator and oil cooler were painted Copper, tail skid Wood with a Steel tip. The wheels were painted Polished Aluminium with Matt Black tyres, the tread being over-painted with dark grey to give that used look. The propeller was given a coat of Dark Brown and then dry brushed with Dark Earth to try and give it that carved laminated look. It was then varnished to give it a shine.

The wings, rudder, tail-plane, engine cowlings, spinner and undercarriage were painted Polished Aluminium with the fuselage being painted Aluminium to try and show the difference between the wooden fuselage and the metal components. The nose-mounted machine guns were picked out in Gunmetal.

The decals were then applied, followed by the tiny windscreen.

Accuracy

The instruction sheet gives the span as 10.8m and the length as 8.2m. My model measured up the same and looks like its grainy photograph (found in The Encyclopaedia of World Aircraft) and the plans printed on the bottom of the box. I was unable to find any

independent sources for measurements.

Decals

There are just two, one for each side of the fuselage. They are matt with a little carrier film and are stapled to the instruction sheet so it's harder to lose them. The decals slid off the backing sheet after a few seconds in lukewarm water, did not curl or break up and slid nicely for easy positioning. The backing film does show up on the fuselage sides though, so I gave them a coat of matt varnish which solved the problem.

Decal Rating = 9/10

Colour Options

There is only one option with Polished Aluminium wings, engine cowlings and tail surfaces and plain Aluminium on the fuselage. You are given the detail colours as Humbrol and Testors numbers. The only photo I could find was in black and white showing an I-1 standing in the snow, apparently in a natural metal finish. The box-top illustration shows two I-1's in a dirty green-grey.

Conclusion and Recommendation

I have seen this model advertised at £5.49 which is reasonable for this rare little aircraft. The model goes together well, the instructions are quite good and anyone could make a reasonable model from this kit.

My thanks to Pocketbond Ltd for the review model.

Mike Kingsley



Ilyushin Il-2m3 "Tank Buster"



Technical Data

Manufacturer: Dako Plast
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: ✓
Quality: ★2
Price: £4.95
Type: Injection Moulded Plastic
Parts: Plastic 91, Clear 7
Decal Options: 2
UK Importer: Pocketbond Ltd
Source: POL Models

The Kit

The subject of this kit is the anti-tank variant of the two-seat, swept wing Il-2 Type 2. It features the wooden wing and tail, suggesting a machine produced around 1943.

The kit consists of a "standard" Il-2 (in light grey plastic) plus additional parts (in dark grey) for this particular variant, in this case the wooden wings and NS37 cannon plus some redundant RS132 rockets.

The parts are well-moulded with recessed panel lines but with some minor flash. All are left to rattle around with the transparencies, instructions and decals in the box. This may have contributed to the broken tail-wheel leg in my example, repaired with stretched sprue.

Instructions

A single sheet is provided, with text in Russian, English, French and German. Illustrations and line art are of good quality

with detailed views of the forward cockpit and landing gear.

Paint references are given for Humbrol and Agama paints, although Humbrol reference HU34 is given for both "white" and "rust".

The instructions, crucially, do not indicate that the RS132 rockets, 23mm machine guns and bombs should be omitted for this variant, nor that the rocket rails and 23mm machine gun housing actually need to be removed from the wing sections - otherwise you will end up with an impressively armed aircraft alright, but one incapable of flight!

Reference to a reliable source is mandatory for this kit; I used the excellent "IL-2 Sturmovik in action" from Squadron/Signal publications.

Construction

The kit goes together reasonably well at first but requires some work when combining the main sub-assemblies i.e. wing, fuselage and interior.

The cockpit is well detailed despite the "blobby" sidewall detail and I only added my usual masking tape harness straps. You also get a nice undercarriage and wheel bay area. The fit of the fuselage halves was not particularly good and care must be taken ensure that the right and left tailplane roots are true and one does not end up sitting higher than the other.

Do not attempt to cement part 13 (part of the air intake channel) to the top of part 12 (the exhaust) as indicated in stage 6 of the instructions and then expect part 13 to fit snugly in place within the fuselage - it won't!! Part 13 is best fitted individually after the fuselage halves have been glued together but before the wing centre section is fitted.

Furthermore, the cockpit assembly will not fit into the wing centre section as you need to pare away the sides and front of the cockpit well. Part 31 also needs to be clipped back in order that the fuselage can be located over the cockpit assembly in the centre wing section.

Whilst on the subject of things that don't fit, the landing light makes no attempt to follow the taper of the wing leading edge. I just glued it in place and then sanded it down to the line, following up with polishing grade paper and Johnson's Klear.

The NS37 cannon gondolas are a particularly poor fit and copious quantities of filler will be required to build up the leading edge so it meets the leading edge of the wing.

The intakes at the side and underside of the nose are separate items which have to be pared away in order to sit properly.

The outer wings simply butt onto the centre section and care is required here to continue the dihedral. I had to use a fillet of 10 thou plastic card at one point.

The four-part canopy is adequately transparent but its thickness means that both sections of armour plate (parts 32 & 79) need to be "trimmed" to allow the canopies to fit.

Minor omissions include the 7.62 machine guns (which are retained on this variant), pitot tube and gun-sight - all quickly rectified with stretched sprue.

Accuracy

The model scales out exactly in length (38ft 11in) and wingspan (47ft 11in) with the prototype, according to my principal source, and captures the overall stance and look of the prototype well.

Colour Options

Two options are offered but, inexplicably, decals are only supplied for the first option! This is an unidentified, winter-camouflaged

machine; recommended colours are white (HU34) over aircraft blue (HU65). The second option is that of a brown (HU150) and Forest Green (HU186) aircraft of the Black Sea Fleet, date unknown.

Decals

Having "chosen" the winter version, I masked and sprayed the model with Humbrol Forest Green (HU150) followed by a coat of white - which was then weathered using scalpel and glassfibre pencil.

The decal sheet consists of propeller stencils, work numbers, national insignia and unit numbers but they suffered from excessive fragmentation despite spraying them with matt varnish. I had to source under-wing stars from the spares box. Once applied onto a coat of Johnson's Klear, they bedded down well with no sign of carrier - if only they didn't break up!

Decal Rating = 2/10

Conclusion and Recommendation

Well, despite the problems encountered and the poor decals, I can still recommend this kit. With some effort and a little care, the resultant model is one of the best representations of the Sturmovik available in this scale, especially given the choice of variant.

My thanks to POL Models for the review sample.

John Chisholm



Boeing 737-300



Technical Data

Manufacturer: Minicraft
Scale: 1/144th
Price: £8.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 42, Clear 1
Decal Options: 1 (N674AA of American Airlines)
Manufacturer: Minicraft Models Inc., 1450 West 228th Street, Suite 17, Torrance, CA 90501, USA.
Tel: 310 325 8383 **Fax:** 310 539 2018
Source: Hannants

The Kit

Moulded in light grey and with very fine engraving, this is a definite improvement over the slightly below par previous kit. The best part is the completely transparent cockpit area, including part of the fuselage roof. The fuselage contains no other clear windows.

Instructions

The instructions are printed on a two-page A4 brochure (four sides), large drawings, very clear with painting instructions for sub-assemblies and a full side two-plan view for overall painting which is large enough to see properly. The part numbers for the wing fairings have been switched: 31 and 33 should be 32 and 34, and vice versa.

Construction

The kit fits together very well but could do with another pin halfway along the fuselage at the top as this is quite weak when first assembled, until the glue dries. The main undercarriage wells need to be boxed from inside but this is not visible from above.

Another part that is also not visible from above is a pin in the upper area of the engine intake, nothing a little sanding won't cure. The only problem area is that the front undercarriage leg is missing a wheel pin; this has shown up on all kits so far and looks like a fault in the mould.

Accuracy

Well, it certainly looks like a 737-300 but it does have a few faults, all of which are minor and do not detract from the kit in my opinion. I have listed them here just for information and not as a moan. The model is 1.5mm too

long and the rear fuselage underside is not quite right, as it appears too flat when placed against Boeing drawings. The doors that are engraved are incorrect in size and some in placement. The characteristic Boeing lobe crease is absent. The engine upper pylon fairing on top of the wing is the wrong shape where it meets the upper wing. All of these problems can be fixed fairly easily if you feel the need to.

Colour Options

All over aluminium with a light grey tail fin and tailplanes. The wings are a mixture of flat aluminium and aluminium, not the easiest scheme that could have been chosen.

Decals

The kit comes with markings for an American Airlines aircraft, N674AA, which is a strange choice as these ex-Air Cal aircraft were not in service with AA for long. The decals adhered well and there was no noticeable silvering. You will need to use your regular sol/set to shape the nose stripes and get them to sit straight, but there was no adverse effects with the Micro Sol/Set that I used.

The decals do have a few faults. The blue in the fuselage stripe is too dark and the door outlines are not in the correct colour. The biggest omission is the black anti-glare panel

for the nose. The US flag only has 48 stars, not something I noticed immediately until it was pointed out to me. A nice touch is the spiral decals for the engine spinners, but make sure you put them on during assembly as it is almost impossible to do afterwards. Personally I think there should also have been a cockpit window decal to go with the fuselage windows.

Decal Rating = 8/10 (quality) & 4/10 (accuracy)

Note: I imagine the majority of these kits sold will be getting after-market decals from the usual sources so I do not think this is too important.

Conclusion and Recommendations

Definite value for money, long awaited and it met expectations. I have a pile and am just awaiting decal sheets before building more. Well done Minicraft.

Thanks to Hannants for the review sample.

Paul Gold



F/A-18E Super Hornet



Technical Data

Manufacturer: Italeri
Scale: 1/72nd
Price: £7.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 110, Clear 3
Decal Options: 1 (USN demonstration aircraft), Italeri Spa, Via Pradazzo 6, I-40012 Calderara di Reno, (Bologna), Italy Tel: +39 51 726037
UK Importer: Richard Kohnstam Ltd

The Kit

When the A-12 Avenger was cancelled in 1991 a replacement for the geriatric A-6 Intruder was needed. The F-18 has been in service for some time and McDonnell-Douglas have proposed an update of this design, well update is a bit of an understatement; the airframe has been stretched by 2' 10", the wing increased by 100 square feet and more powerful and fuel-efficient engines have helped to increase range by 40%. A re-design of the inlets and the addition of sawtooths to the undercarriage

doors has led to the aircraft having the ultra saleable 'Stealth' feature. The aircraft is due to join the US fleet in 2002 and this is the first model of the new Super Hornet.

On opening the box, first impressions were a bit mixed, some nice detailing to the undercarriage and fuselage grills stand out but unusually for a new Italeri kit, so does the flash on a lot of the parts. The instructions are Italeri's usual style with clear guidelines to painting as assembly progresses.

Construction

The cockpit is a bit basic and benefits from careful painting. There is obvious provision for a two-seater variant with separate top decking to the fuselage. The breakdown of the main body is quite complicated due to the complex curvature of the real thing. The fit of most parts is only adequate and I used superglue with an accelerator as a filler. The worst area was the new square intakes, as these took some juggling to get a good fit and left a number of hard to reach seams. Next time I would make up some FOD covers out of Plasticard to hide this area.

There is one obvious mistake to correct: the top fuselage has a nicely engraved separate airbrake which can be shown open or closed, but this is a feature of the old F-18 not the Super Hornet. I installed the airbrake closed

and filled the seams with Tippex, then re-engraved the rear fuselage to hide this join. The wings and rudder were a good fit and there are a number of small parts to glue onto the fuselage and lower wings. As I said earlier, the undercarriage features some nice details and after spraying with Halford's white primer a black acrylic wash brought out the details. A full weapons load is provided featuring Sidewinders, AIM 120, Harpoon and Slams plus the unusual looking JSOW. Once these are loaded the F/A-18E must need all its improved thrust to leave the carrier deck.

Accuracy

The real aircraft measures 44' 8" wingspan with a length of 60' 1". The model measures up at 44' 1" wingspan and length of 59' 6"; this in my view is acceptable in this scale. The increased length and wingspan was very noticeable when the kit was placed next to Hasegawa's F/A-18C.

Colour Options

Markings are supplied for the first production aircraft in the first tactical light and dark Ghost Grey scheme. The model was painted in AeroMaster Acrylics then given a coat of gloss varnish.

Decals

All the individual markings went on well with a small amount of Micro Sol and Set. The printing on the nose art is very good and it is

interesting to note the tail markings of VF-142 'Ghost Riders' on one fin and No. 401 Squadron Canadian Air Force on the other. Obviously McDonnell-Douglas are aiming at the export market for current operators of the F/A-18A. My only criticism of the decals was the star and bar above the wing which was too light and cannot be seen on the model. (I wish the first production F-18E had been more like the F/A-18A in white, blue and gold, but we can't have everything!).

Decal Rating = 7/10

Conclusion and Recommendation

This kit was a little bit of a struggle to finish well, but has helped improve my use of superglue as a filler, so though a little disappointed with the quality it has helped me on my learning curve to making better models. I would recommend it to any modeller with a few kits under their belt as, despite the problems, the finished kit is worth the effort involved.

Thanks to Richard Kohnstam Ltd for the review sample.

David Francis



MiG-3



Technical Data

Manufacturer: A-Model
Scale: 1/48th
Price: £7.99
Panel Lines: Engraved ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded White Plastic & Rubber Tyres
Parts: Plastic 65, Clear 1, Rubber 3
Decal Options: 5
Manufacturer: A-Model, Ukraine
UK Importer: Pocketbond Ltd, P.O. Box 80, Welwyn, Herts, AL 6 0ND
 Tel 01707 391509 (see Advertisers Index)

The Kit

Described as a limited edition kit, A-Model from Ukraine has come up with an early WW2 Soviet fighter seen in this scale to my knowledge only once, by Classic Airframes a couple of years ago. At first glance, A-Model's MiG looks like a hard task. The parts come in soft white plastic on four sprues, but nearly all of them need trimming for flash, while the mouldings, including the canopy transparency, are quite thick. The engraved panel lines are a welcome feature and an extra touch is the inclusion of a pair of black rubber tyres.

Instructions

These are very cramped but clear enough and

shouldn't really present a problem for most modellers. Using only a smattering of English, the four-sided instructions are short and to the point. There's a sprue-parts diagram to number the parts, then just a three-stage assembly with quite a lot packed in to a small space. Black and white line drawings showing markings and paint schemes for no fewer than seven aircraft make up the last pages.

Construction

I began with the cockpit interior, which is built onto the wing/lower fuselage assembly. Unusually, this is stage two according to the instructions, while stage one is the fuselage, propeller and tailplane assembly. Immediately I encountered a terrible fit of the main components. Care has to be taken when cleaning up and sanding the soft plastic parts not to distort their proper shape. Even so, a glaring gap appears between wing and fuselage assemblies which needs a lot of filler.

Problems caused by poorly fitting parts dogged the entire construction. The rudder won't fit if the two hinges (parts C3, C4) are attached, likewise the ailerons have to be shaved down and two edging hinges (D4) omitted entirely to fit them into the wing properly. The engine and machine-gun breeches cover (part C5) needs a lot of filing to get in place - I could go on.

Accuracy

Bill Gunston's Encyclopedia of Russian Aircraft gives the wingspan of the MiG-3 as 10.2 metres and length at 8.25 metres. According to my measurements, the model measures out to a scale span of 9.98 metres and length of 8.16 metres. Apart from this source, I found two other good articles on this plane: one in SAMI

July 1998 by Richard Caruana, the other in Air Enthusiast (18) April-July 1982.

Colour Options

Vague colour descriptions in English, e.g. Dark Green, Russian Matt Green, are given for the various camouflage schemes, and at points in the assembly, such as cockpit interior, exhausts, wheel-wells. But no western colour manufacturers' paint codes are referred to and it's largely a matter of guesswork and your own research when it comes to deciding on the right colours. I opted for Humbrol 114 over H120 for the upper camouflaged surface, and H115 for the under-surfaces. There are however, plenty of brash patriotic slogans in Cyrillic (For the Motherland, For Stalin etc.) and the option for a winter white scheme with red wings and spinner.

Decals

These were not too bad, considering my expectations by this stage. The decals are quite

thin and I found the red stars a little transparent over my dark painted surfaces. The whole decal sheet is held together by an overall carrier film, so each marking will need cutting out separately to avoid excess film appearing on the model. I sealed mine down with Klear.

Decal Rating = 5/10

Conclusions

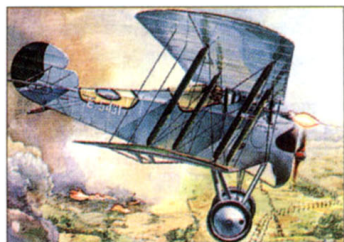
I would recommend this kit only to the most patient of modellers, who are happy to give a lot of attention to cleaning every single part and who are prepared for a lot of fit problems, filling, sanding and extra detailing. There is an overall lack of refinement that should be possible in a kit of this scale, however, one is left with a basically accurate result in the end despite assembly problems. I have to say 'only just' recommended.

My thanks to A-Model for the review sample.

T. Mulligan



Sopwith TF.2 Salamander



Technical Data	
Manufacturer: Toko	
Scale: 1/72nd	
Price: £5.49	
Panel Lines: Recessed ✓	
Type: Injection Moulded Plastic	
Parts: Plastic 43	
Decal Options: 2	
Manufacturer: Toko, Experimental Industrial Technologies Plant JNT STK, Mashinobudivna 46, Kiev 252180, Ukraine. Tel: +38 044 458 05 02 or 05 00 or 05 03 Fax: +38 044 446 53 05	
UK Importer: Pocketbond Ltd	

The Kit

This kit shares all but the fuselage, fin and cowl with the earlier Snipe comprising three sprues to the same high quality standard, in strong light grey plastic. As before, there are no clear parts and a windscreen must be fabricated from clear acetate.

Instructions

These follow the standard comprehensive Toko format of eight loose-leaf pages with brief type history and technical specifications, sprue identification diagram, exploded construction diagrams and three pages of painting and decal instructions.

A ninth sheet carries revised painting instructions and shows how the section of "Snipe" front lower fuselage attached to the lower wing should be removed to fit the Salamander fuselage supplied. Rigging notes are not supplied, but references to the identically rigged Snipe are not hard to find.

Construction

An instrument panel, joystick, pedals and seat are provided; however purists will note that the Salamander/Snipe cockpit was a crowded place with the seat mounted directly on a large 'L' section fuel tank rather than on a two-foot pole sprouting from the floor. Granted there is not much to see when the fuselage is closed, but reference to the photograph of the uncovered Snipe front end on page 247 of Putnam's Sopwith

Aircraft 1912-1920, will give a very good idea of the likely layout for the Salamander.

Detailed, or not, the fuselage goes together without fuss, whilst a little filler was required on my sample to blend in the lower fuselage/wing contours. The left rear outer strut socket on the lower main plane was not quite aligned with the one in front, but this was easily corrected at this stage with a touch of filler and a fine drill.

Reference to original photographs shows that Sopwith aircraft including the Salamander had very fine finishes and the vertical panel detail on the 650lb armoured tub forming the cockpit and front of the aircraft seemed far too heavy, so it was removed with a scalpel.

Builders need to decide which of the two optional tail fins to use and I chose to use the Snipe type tail representative of a late production machine rather than the earlier horn-balanced unit.

A fine drill was used to prepare the model for rigging after painting and fitting the lower mainplane.

At this point I suffered "Modeller's Block" ... originally I had intended to produce the psychedelic trial camouflage scheme depicted on the box, but I couldn't go through with it and painted the model in standard RAF finish and added the decals, engine, cowl and guns. One of the guns has to be shortened to produce the characteristic stagger of production aircraft.

The instructions recommend 4mm, which equates to one scale foot. Putnam's references refer to a few inches of stagger and the Harleyford's scale drawings referred to below show about 2mm. This is relevant, when the relative position of the breeches in the cockpit are considered. Could a pilot strapped securely in cope with one foot extra reach to the right hand machine gun cocking handle? I think not and settled for 2mm, but I am willing to stand corrected if reliable information is available.

Sticklers for accuracy may also wish to note that some aircraft sported a cooling louvre or open access hole in the lower cowl. However, there was no evidence that either of the two machines depicted by the decal sheet had them before this review was completed and so this feature was not added.

Thus to the main event, strutting and fixing the top wing. Harleyford's Fighter Aircraft of the 1914-1918 War has an excellent 1/72nd scale drawing of the type and I was able to measure the stagger at a

fraction under 20 degrees and constructed a jig to hold the fuselage and align upper and lower main-planes. There are those who may be able to fit twelve struts and establish perfect alignment, but I suspect that this is a very rare talent. Even with the jig I had three attempts before being content with the result. The plan was to fit the wing struts first and fit the fuselage wing struts after the first set had dried firmly in position. This proved a good plan as the front cabane struts fitted perfectly, but the rear pair had to be shortened to fit and preserve the correct stagger and incidence.

Undercarriage and propeller were added with a sense of achievement tinged with relief. Readers will notice that I opted to photograph the model at this stage rather than risk damage during rigging!

Accuracy

Dimensionally this appears to be an acceptably accurate kit, which captures the look of the subject admirably.

Toko sensibly used Snipe wings, which I believe to be near 100% accurate and so the Salamander is fractionally short on span, but the difference is so small as to be imperceptible. My kit turned out to be about six scale inches too long according to published figures, possibly due to fitting the "Snipe" tail, but whereas the wings matched the "Harleyford" plan exactly, the fuselage between the cockpit and front of the horizontal stabiliser did not. If there is an error here then it is a small one, which doesn't detract from the kit one iota and one which could be easily corrected with a file in a few minutes.

Turning back to Sopwith's standards finish, one may argue that the fabric effect is

overdone both in texture and in the degree of rib sag. I suggest that a touch of emery will solve the first problem, whilst the second seems a small price to pay from a very excellent model of a rare and fabulous beast.

Decals

These were glossy, sharp, well printed, adhered well, were in register with good colour density.

The rudder markings were probably designed to fit the earlier style rudder and are fractionally too small for the Snipe unit that I fitted, but a touch of paint resolved this easily.

Decal Rating = 9/10

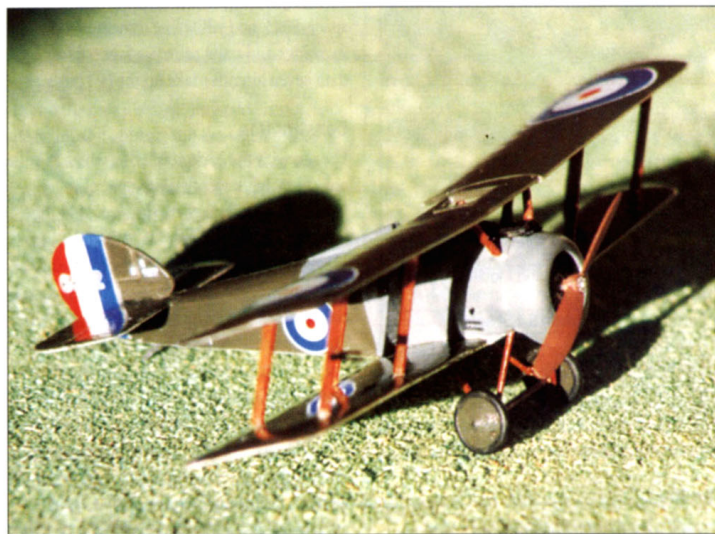
Conclusion and Recommendation

Another pearl from Toko which deserves the attention of all experienced modellers, who should be encouraged to make it in large numbers. Less experienced biplane addicts may wish to cut their teeth on the Nieuport 11 and Siemens Schuckert D.III also from Toko.

The only source of grief centres on fitting the struts and top wing. Given the size of the modelling after-market it is amazing that any adjustable, re-usable commercial jig system(s) are not readily available for until they are, excellent and desirable kits like this will not enjoy the widespread popularity they surely deserve. Sadly then, it is down to DIY jigs to achieve a satisfactory outcome.

Sincere thanks to Toko and Pocketbond for the review sample and for making this expanding range of neglected WWI types available.

Simon Snape



Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 1999.

Eduard Model Accessories

1/72nd Scale

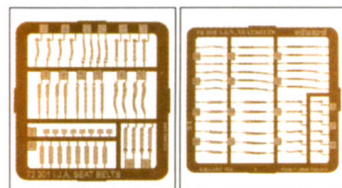
Subject: I.J.A. Seat Belts

Scale: 1/72nd **Product No.:** 72-301

Type: Accessory **Designed for:** N/A

Parts: Etched 44 **Price:** £4.45

This set is basically a scaled-down version of the 1/48th scale set reviewed last month. The set offers seven different styles of seat harness that are suitable for WWII era Imperial Japanese Army (I.J.A.) aircraft.



72-301

72-302

Subject: I.J.N. Seat Belts

Scale: 1/72nd **Product No.:** 72-302

Type: Accessory **Designed for:** N/A

Parts: Etched 42 **Price:** £4.45

Once again this is a scaled-down version of the 1/48th scale set. This time there are seven styles of harness offered for WWII Imperial Japanese Navy (I.J.N.) aircraft.

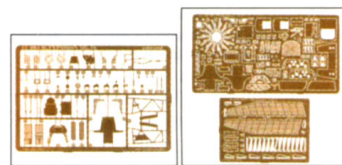
Subject: Hawker Typhoon Mk Ib

Scale: 1/72nd **Product No.:** 72-304

Type: Detail Set **Designed for:** Academy kit

Parts: Etched 56, Acetate 4 **Price:** £TBA

It did not take long for a set to be released for the Academy kit, and this one contains all the usual interior upgrades. A complete tubular tub forms the basis of the new interior, into which go a new seat and harness, rudder pedals, complete instrument panel with acetate backing film, electrical distribution panel, throttle box and trim wheel. All the moulded detail will have to be removed from the kit parts before any of these can be fitted. Exterior details are restricted to a new chin cowl flap, radiator matrix rings, 'tyre plates' on the undercarriage doors and the ventral aierial mast.



72-304 (Academy)

48-278 (Monogram)

1/48th Scale

Subject: Douglas TBD-1 Devastator

Scale: 1/48th **Product No.:** 48-278

Type: Detail Set **Designed for:** Monogram kit

Parts: Etched 138, Acetate 3 **Price:** £8.45

Most of the details in this set are for the cockpit interior, with a new instrument panel (and acetate backing film), side consoles, seats and harness, rudder pedals, throttle box and various sidewall details. Externally there is a replacement DF loop, torpedo directors, bomb sight window, rear gunner's machine gun ring and seat, ignition harness for the engine, new racks and fins for the torpedo, a complete set of flaps and ribs for the wing fold.

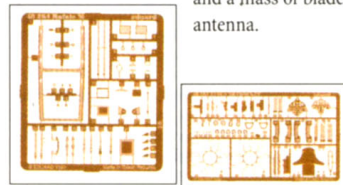
Subject: Dassault Rafale M

Scale: 1/48th **Product No.:** 48-284

Type: Detail Set **Designed for:** Revell® kit

Parts: Etched 45 **Price:** £TBA

The small number of parts in this set just go to show how good the new Revell kit is! Basically all you get are a complete harness for the ejection seat, new rudder pedals, the inner sill of the canopy, rear view mirrors for the canopy, the footholds, a grill mesh, the tie-down eyelets for the undercarriage and a mass of blade antenna.



48-284 (Revell®)

48-285 (Minicraft)

Subject: Grumman XF5F-1 Skyrocket

Scale: 1/48th **Product No.:** 48-285

Type: Detail Set **Designed for:** Minicraft kit

Parts: Etched 65, Acetate 2 **Price:** £TBA

Two styles of instrument panel complete with acetate backing film are included in this set, one for either early or late versions of the XF5F-1. Other details include a new seat with harness, lots of sidewall details, rudder pedals, perforated barrels for the machine guns, engine ignition harness, head rest details and a new set of undercarriage doors and wheel centres.

Subject: Junkers Ju 52/3m

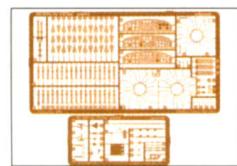
Scale: 1/48th

Product No.: 48-286 **Type:** Detail Set

Designed for: Revell®/ Revell-Monogram kits

Parts: Etched 128, Acetate 4 **Price:** £TBA

The majority of pieces in this set are in fact seat belts for the para seats in the cargo area of this kit. With these 72 pieces out of the way the remaining parts consist of three styles of instrument panel (each with acetate backing film), rudder pedal straps, a mass of control levers, details for the 'dustbin' gunner's position, perforated barrels and ring sights for the machine guns, brackets for the exhaust pipes, ignition harness for



48-286 (Revell®) Revell-Monogram

each engine, new blades for the generator's propeller and a replacement DF loop.

1/32nd Scale

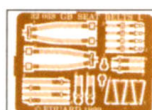
Subject: GB Seat Belts

Scale: 1/32nd **Product No.:** 32-038

Type: Accessory **Designed for:** N/A

Parts: Etched 20 **Price:** £4.45

This is the second set of British seat belts in this scale by Eduard, the other being reviewed last month. This set offers the standard Sutton style harness suitable for such types as the Typhoon and Tempest and just two complete sets are available.



32-038

'Zoom' Series 1/72nd Scale

Subject: A-10A Thunderbolt II

Scale: 1/72nd **Product No.:** SS 102

Type: Detail Set

Designed for: Revell® kit

Parts: Etched 24, Acetate 3 **Price:** £2.00

As with all the other sets in this series, this one offers the 'basics' that comprises ejection seat harness, instrument panel with acetate backing film, HUD frame and glass, canopy sill and rear view mirrors and the anti-collision lights for the exterior of the airframe.



SS 102 (Revell®)

SS 106 (Academy)

Subject: Cessna A-37B Dragonfly

Scale: 1/72nd **Product No.:** SS 106

Type: Detail Set **Designed for:** Academy kit

Parts: Etched 33, Acetate 4 **Price:** £2.00

This set offers sidewall details, seat harness, instrument panel with acetate backing film, cockpit 'quilting' gunsight and glass, rear view mirrors, fuel tank filler points, intake screens and FOD guards and a number of blade antenna for the airframe.

Subject: Supermarine Spitfire Mk V

Scale: 1/72nd **Product No.:** SS 107

Type: Detail Set

Designed for: Revell® kit

Parts: Etched 29, Acetate 2 **Price:** £2.00

The Revell® kit does not really need much upgrading, but this set offers sidewall details, seat harness, instrument panel and acetate backing films, rudder pedals, canopy release 'toggle', radiator matrix, pitot head and compression links and tie-down eyelets for each oleo leg.



SS 107 (Revell®)

SS 108 (Academy)

Subject: Republic P-47D-25 Thunderbolt

Scale: 1/72nd **Product No.:** SS 108

Type: Detail Set

Designed for: Academy kit

Parts: Etched 29, Acetate 2 **Price:** £2.00

Details offered here include a new instrument panel, rudder pedals, floor 'kick plates', seat harness, head armour, filler point for the drop tank, rear view mirror, sway braces for the wing pylons, oleo compression links, tailwheel centre and the ventral antenna and access step.

Subject: Messerschmitt Me 262A

Scale: 1/72nd **Product No.:** SS 110

Type: Detail Set

Designed for: Revell® kit

Parts: Etched 29, Acetate 2 **Price:** £2.00

The single-seat series Me 262 gets new sidewall details for the cockpit tub, seat harness, instrument panel with acetate backing films, head armour, canopy sills, DF loop, undercarriage compression links and the ventral FuG mast.



SS 110 (Revell®)

SS 111 (Academy)

Subject: Chance Vought F4U-1 Corsair

Scale: 1/72nd **Product No.:** SS 111

Type: Detail Set **Designed for:** Academy kit

Parts: Etched 31, Acetate 1 **Price:** £2.00

A completely new seat and harness start off the details in this set and there are also new side consoles, sidewall details, rudder pedals, instrument panel with acetate backing film, tailwheel strut, main undercarriage oleo leg details and compression links and the matrix for the oil coolers.

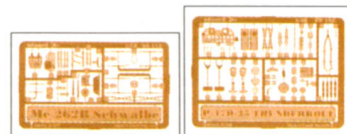
Subject: Messerschmitt Me 262B

Scale: 1/72nd **Product No.:** SS 112

Type: Detail Set **Designed for:** Revell® kit

Parts: Etched 31, Acetate 2 **Price:** £2.00

This is the two-seat Me 262 set and offers new rudder pedals, instrument panel and acetate backing film, rear radar unit, radar antenna for the nose, undercarriage compression linkage, rearward facing radar mast, ventral FuG antenna and the dorsal DF loop and radio mast.



SS 112 (Revell®)

FE 105 (Academy)

1/48th Scale

Subject: Republic P-47D-25 Thunderbolt

Scale: 1/48th **Product No.:** FE 105

Type: Detail Set **Designed for:** Academy kit

Parts: Etched 42, Acetate 3 **Price:** £TBA

This final set offers the usual replacement instrument panel and acetate backing film, seat belts and sidewall details, along with radiator matrix, gunsight ring, pylon sway braces, rudder 'kick plates', rear view mirror, tailwheel centre, drop tank filler points, ventral radio mast and the compression links and tie-down eyelets for the main undercarriage legs.

Conclusion

As with all Eduard products, these are to the highest quality and the standard sets will allow experienced modellers to add a wealth of 'scale' details to their models. The new 'Zoom' series all include a name plaque, so that modellers get this little bonus to add to the display base of their completed model. The series is well presented and well thought out, as it offers those details that look good in etched brass, but does not burden the less experienced modeller with a mass of small parts that will never be used.

Our thanks to Four Plus UK and Eduard M.A. for the review samples.

Information

Worldwide Enquiries:

Eduard M.A.,
435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259 Fax: 420 35 6118186
Email: info@eduard.cz
UK sources: LSA Models & Hannants

Pend Oreille Model Kits



48PO-A264 (Classic Airframes)

1/48th Scale

Subject: Marcel Bloch MB.152

Scale: 1/48th

Product No.: 48PO-A264

Type: Detail Set

Designed for: Classic Airframes kit

Parts: Resin 4 **Price:** \$TBA

This set offers a new engine nacelle, engine and spinner for the Classic Airframes kit which are direct replacement parts. The other item included in the set is the ventral oil cooler under the port wing which, I think, was not included in the kit.

Subject: Marcel Bloch MB.152

Scale: 1/48th

Product No.: 48PO-A266

Type: Detail Set

Designed for: Classic Airframes kit

Parts: Metal 4

Price: \$TBA

This set offers a complete new white metal undercarriage for the Classic Airframes kit. The parts are quite well cast, but have some flash evident and the torque links are solid and will have to be carefully cut out, or replaced.

Subject: Marcel Bloch MB.152

Scale: 1/48th

Product No.: 48PO-A267

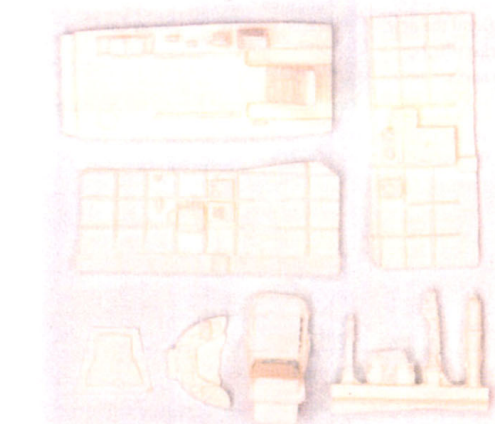
Type: Cockpit Detail Set

Designed for: Classic Airframes kit

Parts: Resin 11

Price: \$TBA

A completely new resin 'tub' is offered to replace that in the Classic Airframes kit. The sidewalls are well detailed, and the seat is delicately cast. The



48PO-A267 (Classic Airframes)

Hasegawa

1/72nd Scale

Subject: Aircraft Weapons: V

Scale: 1/72nd **Product No.:** X72-9

Type: Accessory Set

Designed for: N/A

Parts: Injection Moulded Plastic 105

Price: £4.50

This is the fifth weapons set from Hasegawa and this time it deals with US missiles and launchers. Basically you get three identical sprues consisting of 35 pieces each. There are also three identical decal sheets and a comprehensive instruction sheet that not only shows the assembly, painting and decal placement for each weapon, but also has a chart showing the fitment combinations on an F-16C and another showing the use of each weapon per aircraft type.

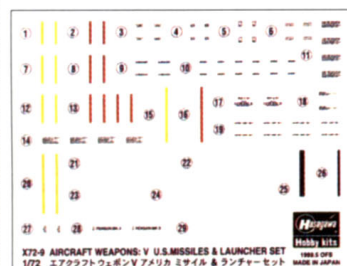
The weapons offered in this set are the AIM-9L/M Sidewinder, LAU-129A/A launcher's for the F-15, CBU-87/B Cluster Bombs, F-16 triple ejector for the CBU-87/B,

AIM-7M Sparrow missile, AIM-120 AMRAAM, AGM-119A Penguin 3, Penguin rack for the F-16 pylon, AGM-84E SLAM and AN/APX-95 TACTS pod.

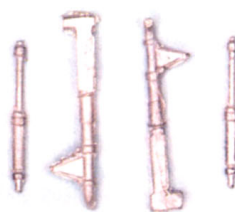
Conclusion

Injection moulded plastic accessories are not that common, and I am sure that this set will be well received by modern aircraft modellers. This is certainly one to add to the other four sets in your collection, and we can only hope that a 1/48th scale version will be considered in the future.

Our thanks to Amerang Ltd for the review sample.



One of the three (identical) decal sheets



48PO-A266 (Classic Airframes)

instrument panel has nice raised details and all-in-all the set looks the part.

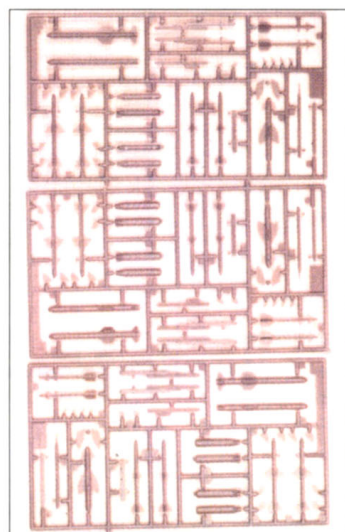
Conclusion

Each of the resin sets is cast in the cream coloured resin we expect from POMK. The metal undercarriage is a bit of a disappointment, as the casting quality is not that good, and overall I would have preferred to see all three of these sets in one. I can't help feeling that these sets are not actually new, and in fact come from a previous resin kit within the POMK range? I may be wrong here, and time will tell, especially when fitting that interior tub. In the meantime for all of you that have the Classic kit in your pending pile, you may well like to consider these sets.

Our thanks to POMK for the review samples.

Information

Worldwide Enquiries:
Pend Oreille Model Kit, P.O. Box 9967,
Spokane, WA 99209-0967, USA.
Tel/Fax: 509 327 2561
European Distributor:
NZ Distribution, 22 rue Pierre Semard,
51200 Epemay, France.



The injected sprues from X72-9

Information

Worldwide Enquiries:
Hasegawa Seisakusho Co., Ltd., 3-1-2
Yagusu Yaizu, Shizuoka 425-8711, Japan.
Tel: 054 628 8241
Fax: 054 627 8046
UK Importer:
Amerang Ltd, Commerce Way, Lancing,
West Sussex. BN15 8TE
Tel: 01903 765496
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Paragon Designs

1/72nd Scale

Subject: Boeing B-29 Flaps

Scale: 1/72nd **Product No.:** 72008

Type: Accessory **Designed for:** Academy kit

Parts: Resin 20 **Price:** £14.99

This set offers a complete set of separate flaps for the B-29. As you can imagine, even in this 'smaller' scale the flaps are still huge, and getting them to hang off your model will be no mean feat. The area in the wings has to be cut out, then the inner resin insert installed. Plugs for the back of the inner nacelle, and extension cones for the outer are included. The new flap itself has the rear section of the inner nacelle as a separate part and the task is completed with the four (two each side) couplings and springs that operate these units. All the actual hinges are moulded onto the flap itself, so the strength of the completed assembly should be very good indeed.

Subject: Boeing B-50 Flaps

Scale: 1/72nd

Product No.: 72057 **Type:** Accessory

Designed for: Academy kit

Parts: Resin 20 **Price:** £15.99

This set is identical in principle to the previous set, but due to the larger outer nacelles of the B-50, this set includes the end cones for these, as well as the plugs to fill the resulting holes at the back of each once the flap area is removed from the kit parts. Other than that, the set is just like the B-29 set in concept and fitment.

1/48th Scale

Subject: Boeing KP-29P

Scale: 1/48th **Product No.:** 48060

Type: Conversion **Designed for:** Monogram kit

Parts: Resin 39, 1 Vac-Form Clear

Price: £17.99

This set requires a little surgery on the base kit, but will result in an impressive end product. The first task is to remove the area indicated on the instructions from the tail gunner position. This is later replaced with a resin ring and a new vac-formed clear dome. Some KP-29Ps retained the standard side blisters, but if you wish to have the windows fitted in their place, this set includes the plugs for the holes and clear plastic sheet to make up the new windows. All five emergency dump vents in the port

bomb bay doors are also included and the final tasks are to replace each propeller in the kit with the new four-blade versions, and to fit the massive boom assembly at the rear. This final element comes in ten pieces, and some clearing up of the thin film of resin within the framework of the boom arms will be required.

Subject: Boeing B-29 Flaps

Scale: 1/48th **Product No.:** 48062

Type: Accessory **Designed for:** Monogram kit

Parts: Resin 17 **Price:** £26.99

I think that the warning that comes with this set, "contains very large resin items!" is very apt, as the new flaps in this set remind me of those huge chunky 'unbreakable' rulers I had at school, as each flap is 24cm long!

As with the smaller version, this set offers the flaps, nacelle 'plugs' hinges, springs and 'inner' insert. The final item is unlike the 1/72nd scale version, as it is not an insert as such. The entire flap area has to be removed from the kit's wing, and the new insert does include all the interior ribs, but it also includes the upper wing surface as

well. The rear of kit parts 43 and 44 (undercarriage inserts) will have to be trimmed by 8mm, as the truncated nacelle will expose this area and will not allow the 'plugs' to be installed at the back of the nacelle.

Conclusion

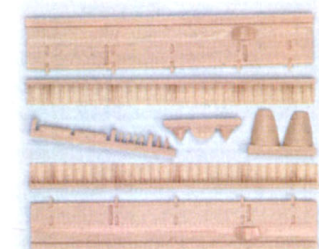
Well, as always with Paragon Designs, these latest sets are to the highest possible standard. The resin pieces are beautifully cast and the detail is great. The KB-29P conversion is a real stunner, and makes me want to go and build it. As far as the flaps go they are one of those sets that is best approached in this manner, as scratch building all of that with enough strength would be a real task. The 1/48th scale set though... Wow!

Our thanks to Paragon Designs for the review samples

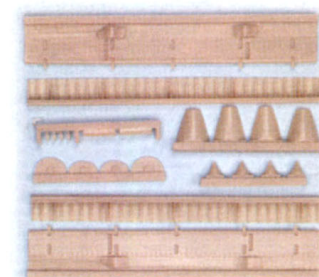
Information

Worldwide Enquiries:

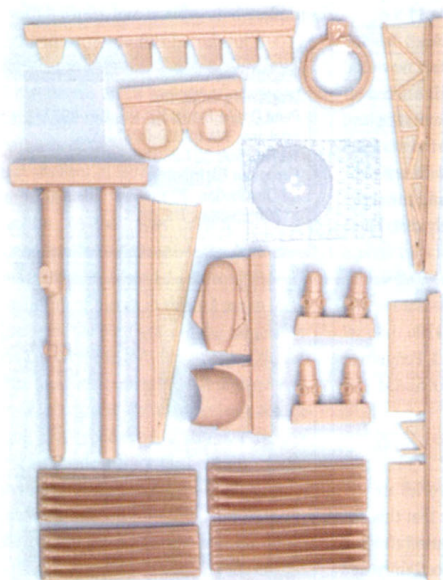
Paragon Designs, 39, Cantley Lane,
Norwich, Norfolk. NR4 6TA
Tel: 01603 507152 Fax: 01603 506057



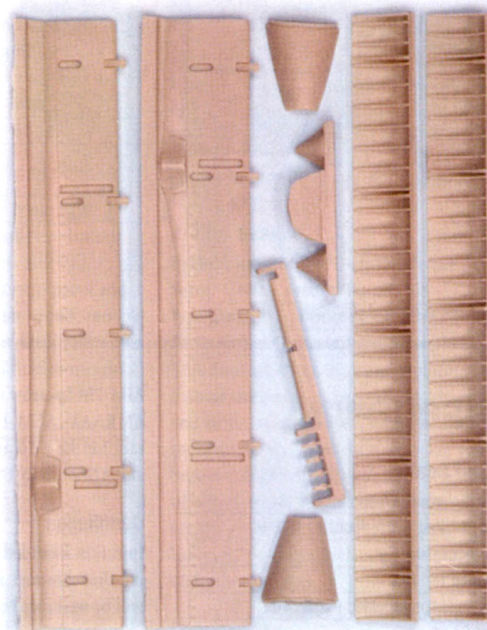
72008 (Academy)



72057 (Academy)



48060 (Monogram)



48062 (Monogram)

MisterKit

1/72nd Scale

Subject: Fiat G.50/A Prototype

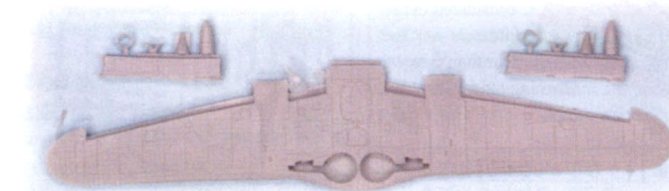
Scale: 1/72nd **Product No.:** MK-05

Type: Conversion

Designed for: MisterKit kit (MK-01)

Parts: Resin 9 **Price:** £TBA

This set offers the extended wing that was tested on a standard Fiat G.50bis in October 1942. The aircraft was designated Fiat G.50/A (Allungato = lengthened) and was meant to improve the load capacity of the type. Tests started at Guidonia on the 3rd October 1942, but the wing was never brought into production. The G.50/A was



MK-05

later modified with yet another style of wing in 1943.

The components in the set just comprise the new extended wing and two complete bombs. The parts are designed to fit the MisterKit Fiat G.50bis kit (MK-01) and the

new wing therefore includes the cut-outs for the control surfaces which are included as separate parts in the base kit. The bombs you will notice only have two sway braces, when they require four, and I only hope that this is because another set of two already

exist in MK-01!

Conclusion

Overall a beautifully cast product that will allow the modeller to make up a unique aircraft. It is just a shame that no marking details are given, as the type may prove a little difficult to hunt down the markings for!

Our thanks to MisterKit for the review sample.

Information

Worldwide Enquiries:

MisterKit S.a.S di Gianelli Giorgio, via Monte
Amiata 31, 20089 Rozzano, Milan, Italy.
Tel/Fax: +39 02 8243791
Email: mrkit@lo.itline.it

Fantasy Print Shop

Many of you will be familiar with this manufacturer's work, as they have produced decals for ADS, Dynavector, Pegasus and Aeroclub to name but a few. Recently however they have started their own range of decals and these include the latest examples listed below.

A new range of solid colour decal sheets in A5 and A4 sizes, along with stripes and roundel and fin flash backings in white are all now available. The ranges offer the following:

A5/A4 Solid Colour Sheets

FP200 - White
FP201 - Azure Blue
FP202 - Royal Blue
FP203 - Roundel Blue
FP204 - French Blue
FP205 - Sky
FP206 - Emerald Green
FP207 - Golden Yellow
FP208 - Traffic Yellow
FP209 - Signal Red
FP210 - Dull Red
FP211 - Light Aircraft Grey
FP212 - Medium Sea Grey
FP213 - Dark Sea Grey



The solid colour sheets

FP214 - Extra Dark Sea Grey
FP215 - Night Black
FP216 - Pale Primrose
FP217 - Metallic Silver
FP218 - Metallic Gold
FP219 - Fluorescent Yellow
FP220 - Fluorescent Yellow
FP221 - Fluorescent Red
FP222 - Fluorescent Red
Stripe Sets
FP600 - Black
FP601 - White
FP602 - Red
FP603 - Yellow
FP604 - Blue
FP605 - Blue
FP606 - Orange

Each of the above sets is matched to both



The stripe sets

BS and FS colour references.

RAF Roundel Backing Patches

1/72nd Scale

72-00xx offering 100 roundel and 37 fin flash patches

1/48th Scale

48-00xx offering the same number of patches as the above version

1/32nd Scale

32-00xx Part 1a, offering 31 fin flash and 34 roundel patches.

32-00xx Part 1b, offering 55 roundel patches.

The solid colour sheets retail for £2.00 for the A5 size and £4.00 for the A4 size, while the stripe sets are £2.50 each and the roundel patches are £2.15 (1/72nd), £3.35

The roundel and fin flash backing patches

(1/48th) and £3.35 (each - 1/32nd) respectively. All of these prices exclude P&P and VAT.

Overall all of these sheets are very welcome and the backing sheets for the roundels and fin flashes will be of great help to all RAF modellers.

Our thanks to Fantasy Print shop for the review samples.

Information

Worldwide Enquiries: Fantasy Print shop, Springfield Buildings, Tor Road, Newquay, Cornwall. TR7 1RL
Tel: 01637 872517
Fax: 01637 872617
Email: fantasyprintshop@btinternet.com

Leading Edge Models

The most recent couple of releases from this Canadian manufacturer have made their way directly to us.

1/48th Scale

48.16 No. 410 Squadron F-18 RCAF 75th Anniversary Scheme.

This sheet, which also comes in 1/72nd scale as 72.16, offers the stunning scheme applied to an F-18 of No. 410 Sqn, RCAF to celebrate its 75th anniversary. The aircraft retains its usual Light Grey and Blue Grey overall scheme but large areas of Dark Blue have been added along the dorsal spine, onto each vertical fin and as flashes along the tailerons and wing tips. The fake canopy usually under the nose in black is also in Dark Blue. All of these areas of Dark

Blue are edged with Light Blue, so it is a very complex scheme indeed. The instructions come as both mono and colour, and the former are full size so that modellers can copy them and then cut them up to use as stencils for applying the Dark Blue. Only the Light Blue elements are supplied as decals on either sheet, and also the 'false' canopy is supplied as a decal, but modellers may wish to mask and spray this element as well, just so all the shades match up.

Both sheets are beautifully printed and each contains all the main markings, national insignia and stencils that will be required. The manufacturer also identifies 'reasonable' colour matches for the Dark Blue (Testors 1111 or 1143 and Tamiya X-4),



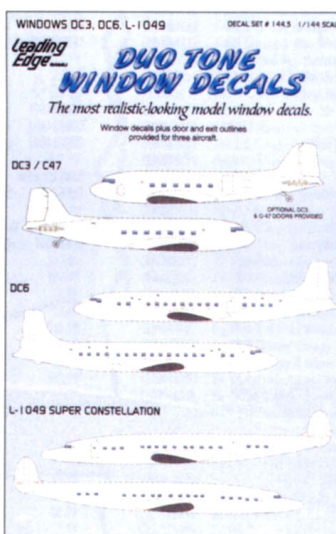
The colour instructions that are in both 72.16 and 48.16

so these should prove no problem for most modellers to obtain.

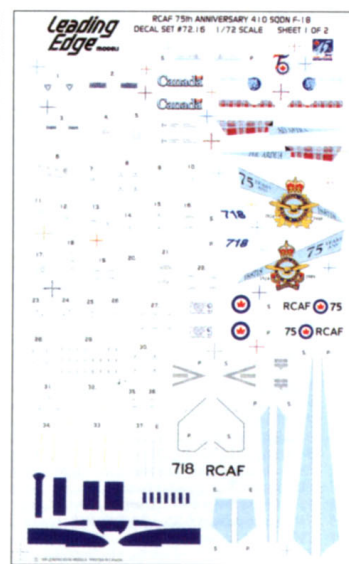
1/144th Scale

144.5 Duo Tone Window Decals

This second offering from Leading Edge is one of those simple ideas that make you wonder why no-one else has thought of it! The sheet offers the usual window decals for 1/144th scale subjects, but this time the 'glass' in each is two-tone, to give



The colour instructions from 144.5



The two decal sheet in 72.16

the effect seen on real glass. The effect in this scale is subtle, but works and the subjects offered on this first sheet are the DC3/C47, DC6B and the L-1049.

Conclusion

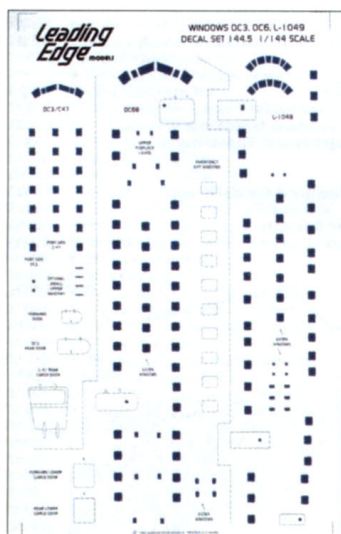
What can I say... stunning (of course!). All I need now is a 1/48th scale Hasegawa F/A-18 kit to put the anniversary scheme decals on!

UK Modellers can obtain all the Leading Edge range from Hannants.

Our thanks to Leading Edge Models for the review samples

Information

Worldwide Enquiries: Leading Edge Models, Bay E, 83 Skyline Crescent, N.E., Calgary, Alberta, T2K 5X2, Canada
Tel/Fax: 403 3274 7874



The new 'duo tone' window decals (144.5)

Sky Models

A good selection of sheets in both major scales have made their way to us directly from this manufacturer.

1/72nd Scale

72-007 Boeing B-17F/G Flying Fortress.

- 1. B-17G-30, 42-31909, 323rd BS, 91st BG, 8th AF, USAF Bassingbourn, England, 1945. This machine is Natural Metal over Neutral Grey with the vertical fin and tailplanes in Insignia Red and the upper engine cowlings, rudder and nose gun window surrounds in Olive Drab.
 - 2. B-17G-70BO, 43-37756 of the 447th BG, 8th AF based at Rattlesden, England in 1945. This machine is natural metal overall with the engine nacelles in white, the wings tips, vertical fin and tailplanes in Yellow Orange, two Light Green stripes around the aft fuselage and an Insignia Blue 'V' under the wing.
 - 3. B-17G-1BO, 42-31053 of the 338th BS, 96th BG, 8th AF based at Snetterton, England in 1944. This machine is Olive Drab over Neutral Grey.
 - 4. B-17G-35VE, 42-97880 of the 324th BS, 91st BG, 8th AF in 1945. This is made of two airframes joined together, so the back half is Olive Drab over Neutral Grey with the vertical fin in Insignia Red and the rudder and tail gun position in bare metal. The front section is bare metal overall with an Olive Drab anti-dazzle panel forward of the cockpit.
 - 5. B-17F-55BO, flown by Lt. Carl Mitchell of the 483rd BG. This machine is Olive Drab over Neutral Grey.
- Also included on the sheet are scrap views of the noses of the following machines.
- 6. B-17F-65BO, 42-29727 of the 94th BG, May 1943.
 - 7. B-17G-40VE, 42-297954 'Winnie Frank Joe'.
 - 8. B-17F-95BO, 42-30301 of the 94th BG.
 - 9. B-17G-55BO, 42-102598 of the 100th BG, 351st BS.
 - 10. B-17F-55BO, 42-29524 of the 303rd BG, January 1944.

The decal sheet includes all the unique markings for each option, along with three complete sets of national insignia. An errata sheet gives a replacement nose art for 'Milk Wagon', as the colour of that on the main sheet is incorrect. The Instructions include colour cross-reference details for FS 595B, Humbrol, Molak, Tamiya and Gunze paint ranges, and it is just a shame that the last five options are only illustrated in a truncated manner.

72-014 Macchi C.202

- 1. C.202, 382nd Sq, 21° Gr, 51° St, Russia, 1942.
- 2. C.202, S/No. MM 7842 flown by Serg. Magg. Faliero Gelli of the 378th Sq, 51° St, 1942.
- 3. C.202 flown by Maresciallo Gianlino Baschirotto (a nine victory ace) of 88th Sq, 6° Gr, 1° St in Tunisia in 1943.
- 4. C.202 flown by Serg Maji. Luigi Gorrini of the 85th Sq, 18° Gr, 3° St, Libya, 1942.
- 5. C.202, 1st Serie of the 71st Sq, 1° St, 1941.
- 6. C.202 of the 351st Sq, 51° St.
- 7. C.202 flown by the Commanding Officer of 151° Gr.
- 8. C.202 of the 153rd Sq, 6° St.
- 9. C.202, 396th Sq, 154° Gr, 1943.
- 10. C.202, 90th Sq, 10° Gr, 4° St, April 1942.
- 11. C.202 of the 359th Sq, 22° Gr.

- 12. C.202 of the 168th Sq, 16° Gr, 54° St, Tunisia, 1943.
 - 13. C.202 of the 168th Sq, 16° Gr, 54° St, 1943.
 - 14. C.202 of the 369th Sq, 22° Gr.
 - 15. C.202, S/No. MM7797 of the 80th Sq, 17° Gr, 1° St.
 - 16. C.202 Serie XIII of the 358th Sq, 151° Gr, Tunisia, 1942.
 - 17. C.202 of the 374th Sq, 153° Gr, Sicily, 1942.
 - 18. C.202 of the 360th Sq, 155° Gr, 51° St, 1942.
 - 19. C.202 Serie II of the 74th Sq, 6° Gr, 1° St, Libya, 1941.
 - 20. C.202 of the 86th Sq, 7° Gr, 54° St flown by Magg. Adriano Visconti.
 - 21. C.202, S/No. MM9066 of the 151st Sqn, 20° Gr, 51° St, flown by Milo Ennio Tarantola, Sicily, 1942.
 - 22. C.202 of the 70th Sq, 23° Gr, 3° St, 1943.
 - 23. C.202 of the 356th Sq, 21° Gr, Russia, 1942.
 - 24. C.202 of the 353rd Sq, 51° St.
 - 25. C.202 of the 73rd Sq, 9° Gr, 4° St, 1942.
 - 26. C.202 of the 84th Sq, 10° Gr, 4° St flown by Capt. Franco Lucchini, 1942.
 - 27. C.202 of the 364th Sq, 150° Gr.
 - 28. C.202 of the 396th Sq, 154° Gr, 1943.
 - 29. C.202 Serie II of the 96th Sq, 9° Gr, 4° St, 1941.
 - 30. C.202 of the 75th Sq, 23° Gr, 3° St flown by Magg. Luigi Filippi, Tunisia, 1943.
 - 31. C.202 of the 91st Sq, 10° Gr, 4° St flown by Magg. C.M. Ruspoli di Poggio Suasa.
 - 32. C.202 of the 356th Sq, 20° Gr.
 - 33. C.202 of 153° Gr, Sicily, 1942.
 - 34. C.202 of the 84th Sq, 10° Gr, 4° St, Libya, 1941.
 - 35. C.202 of the 353rd sq, 150° Gr.
 - 36. C.202 of the 356th Sq, 20° Gr, 4° St.
- The massive sheet includes all the unique markings for each option, plus enough national insignia for eight machines and a good selection of stencils.

1/48th Scale

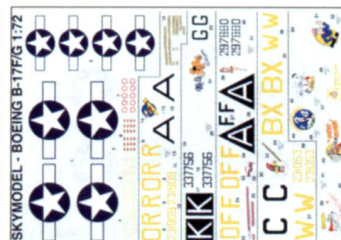
48-013 Fiat G.55

- 1. G.55 Serie 1, S/No. MM91059 of the 353rd Sq, 51° St, 1943.
 - 2. G.55 of the 1st Sq, 1° Gr, 1944.
 - 3. G.55 of Squadriglia Montefusco.
 - 4. G.55 of 2° Gr Caccia, 5° Sq, 1944.
 - 5. G.55, S/No. MM91091 of 2° Gr Caccia, 4° Sq.
 - 6. G.55 1st Serie of Squadriglia Autonoma Montefusco, 1943.
 - 7. G.55, 1st Serie, 5° Sq, 2° Gr. C.T. 1944.
 - 8. G.55 of 2° Gr Caccia, A.N.R.
 - 9. G.55 1st Serie, Squadriglia Autonoma Montefusco, 1943.
 - 10. G.55 of 2° Gr. Caccia, 1° Sq.
 - 11. G.55 of 5° Sq, 2° Gr. C.T., A.N.R., 1944.
 - 12. G.55 of 2° Gr. Caccia, A.N.R.
 - 13. G.55 1st Serie of 1° Sq, 1° Gr. C.T., A.N.R.
 - 14. G.55 Serie 0, 4° Sq, 2° Gr. C.T., A.N.R., April 1944.
 - 15. G.55 Sotoserie 0, 4° Sq, 2° Gr. C.T., 1944.
- Once again the decal sheet contains all the unique markings for each option, plus eight complete sets of national insignia and a good selection of stencils.

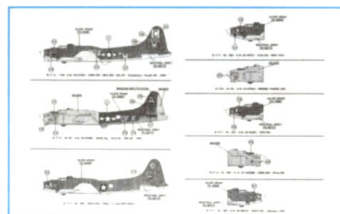
48-015 Macchi C.202

This sheet offers all the options that are listed for 72-014 elsewhere.

The decal sheet includes all the unique markings for each options plus enough national insignia for just two machines and a



The main decal sheet in 72-007



Eight of the options on 72-007



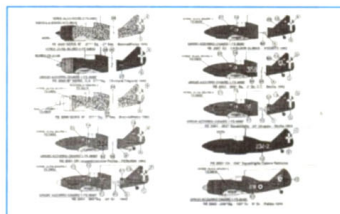
The decal sheet in 72-014



Ten of the options on 72-014



The main decal sheet in 48-017

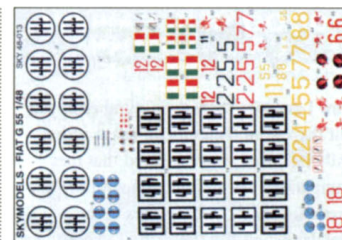


Ten of the options on 48-017

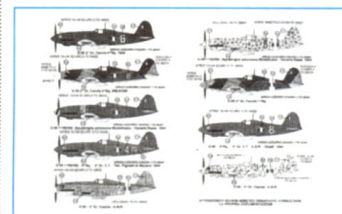
good selection of stencils.

48-017 Caccia Reggiane (Re.2000, 2001, 2002 & 2005)

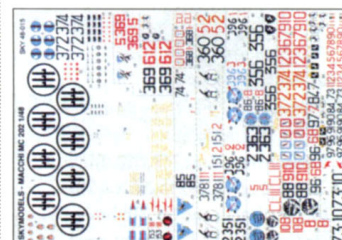
- 1. Re.2000 Serie III, 377° Sq, 2° Sez, 1942
- 2. Re.2000 Serie II°, 1° Sq, Av. Ausiliaria per la Regia Marina, 1942.
- 3. Re.2000 Serie I°, 74° Sq, 23° Gr, 3° St, April 1941.
- 4. Re.2000 Serie III°, 377° Sq, 2° Sez, 1942.
- 5. Re.2000 Serie III°, G.A. 377° Sq, 1942.
- 6. Re.2001 OR, 1943.
- 7. Re.2001, 369° Sq, 22° Gr, 1942.
- 8. Re.2001 GV, Cagliari Elmas, 1942.



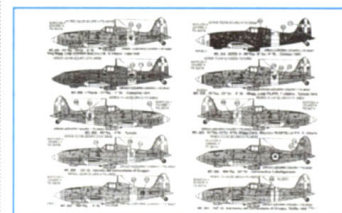
The decal sheet from 48-013



Nine of the options from 48-013



The decal sheet in 48-015



Ten of the options on 48-015

- 9. Re.2001, 358° Sq, 2° Gr. C.T., Sicily, 1942.
- 10. Re.2001, 362° Sq, 22° Gr., Sicily, 1942.
- 11. Re.2001 CN, 234° Squadriglia Caccia Notturmo.
- 12. Re.2002, 239° Sq, 102° Gr, 5° St, 1944.
- 13. Re.2005, S/No. MM092352 of the A.N.R. in 1944.
- 14. Re.2005, S/No. MM092347, 362° Sq, 22° Gr, 42° St, 1943.

The decal sheet contains all the unique markings for each option plus four complete sets of national insignia and a mass of stencils.

Conclusion

Each of these sheets is well printed, with excellent register and colour density. The sheer volume of subjects on some of these sheets is a bit mind boggling at times, but the instructions are clear and good colour references are given to a number of paint ranges.

Our thanks to MisterKit for the review sample.

Information

Manufacturer: Sky Models, via Nonantola 10, 00100 Rome, Italy
Sample Supplier: MisterKit S.a.S, di Gianelli Giorgio, via Monte Amiata 31, 20089 Rozzano, Milan, Italy.
 Tel/Fax: +39 02 8243791
 Email: mrkit@lo.itline.it

Tally Ho!

Now I am sure there are a number of you out there who remember a range called Tally Ho!, and we are assured that this company has no connection with the previous one. [The range has been (re?)launched and the first six sheets have been passed directly to us for review.

1/72nd Scale

72001 Mustang

This sheet offers markings for P-51B-10-NA, 42-106448, 'The Hun Hunter' from Texas' flown by 2nd Lieutenant Henry Brown of the 354th FS, 355th FG, April 1944. This machine is Olive Drab (ANA 613) over Light Grey (ANA 602) with white bands around the wings and tail and a white tip to the engine cowling and entire spinner.

72002 Hawker Hurricane

This sheet offers markings for the following two machines.
•1. Hawker Hurricane Mk IIB (Tropical) of No. 274 Squadron, North Africa, 1942.
•2. Hawker Hurricane Mk IIB flown by Major General A.A. Kuznetsov, the Commander of the Northern Fleet of the Soviet Navy, Murmansk, October 1941.

The first machine is the usual desert scheme of Dark Earth and Mid-Stone over Azure Blue, while the other is listed as Dark Earth and Dark Green over Sky with the RAF roundels over sprayed with Medium Green on the upper surface and (although not listed on the instructions) probably Light Grey on the under surface.

This set also offers a resin tropical air intake for the first option. This is well cast, although a little susceptible to damage in the decals bag, and makes a nice addition to the sheet as many other manufacturers would have left you to find the inaccurate one off the old Heller kit.

72003 Papagei Staffel JV 44

This sheet covers the ever popular subject of JV 44's protection flight of Fw 190D-9s that are often referred to as Papagei Staffel.

This sheet offers markings for the following three machines.

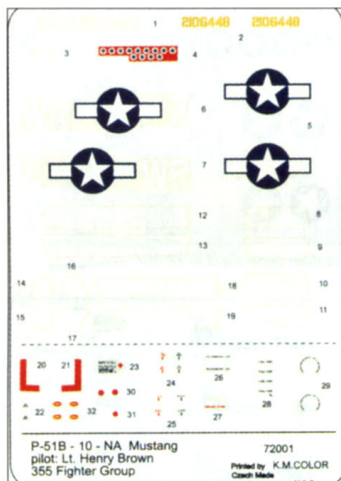
- 1. Fw 190D-9, 'Red 13' flown by Hptm. Klaus Faber.
- 2. Fw 190D-9, 'Red 4' flown by Lt. Karl Heinz Hoffmann.
- 3. Fw 190D-9, 'Black 1' flown by Hptm. Waldemar Wübke.

Each of these is in a combination of a number of late-war colours, ranging from RLM 75 to RLM 83. The first two options are listed with the red and white striped undersides, while the last option is shown as being black with white stripes.

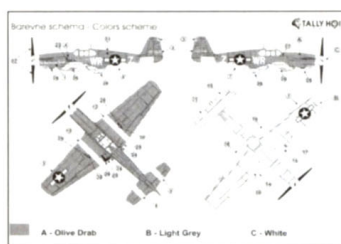
72004 Wg Cdr Karel Mrázek DSO, DFC.

This sheet offers four machines flown by this distinguished pilot.

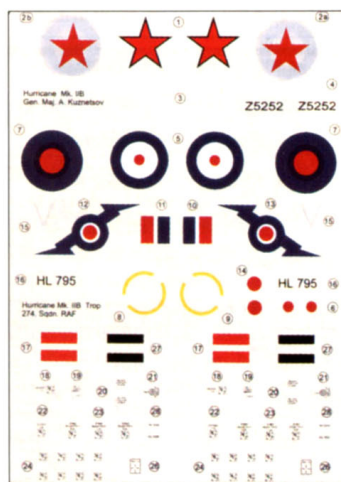
- 1. Hawker Hurricane Mk I, V7610, PO•M of No. 46 Sqn, 1940.
- 2. Spitfire Mk Vb, BM419, RY•A of No. 313 Sqn.
- 3. Spitfire Mk Vb, EN765, •KM, No. 310



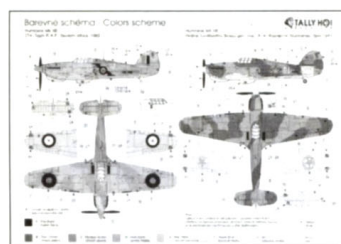
72001



The scheme offered on 72001



72002



The two options on 72002

Sqn, Exeter, 1942.

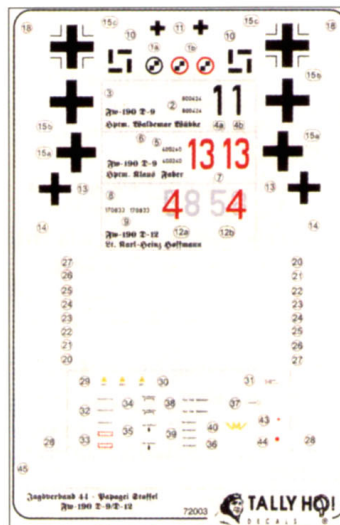
- 4. Spitfire Mk Vc, •KM, No. 310 Sqn, Exeter, Spring, 1942.

The first option is Dark Green and Dark Earth over Sky, while the other three are all Dark Green and Ocean Grey over Medium Sea Grey with Sky spinner and fuselage band.

1/48th Scale

48001 Papagei Staffel JV 44

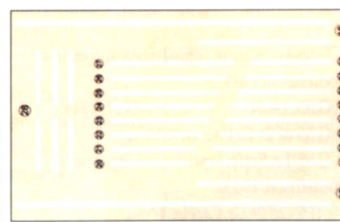
These sheets offer the same three options listed for sheet 72003.



72003



The three options on 72003



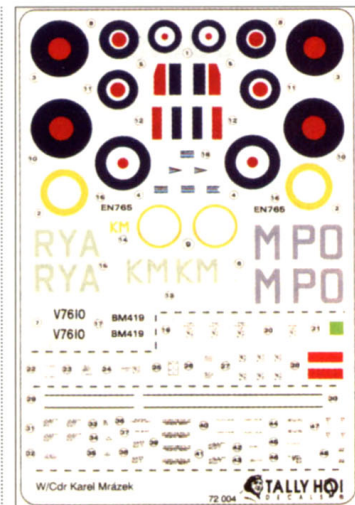
The two decal sheets in 48001

48002 Wg Cdr Karel Mrázek DSO, DFC

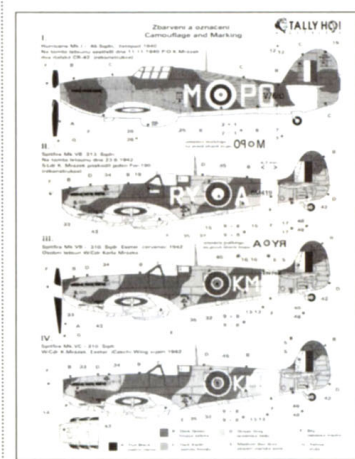
These sheets give the same options as those listed for 72004.

Conclusion

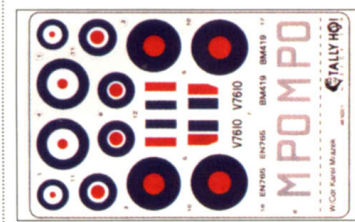
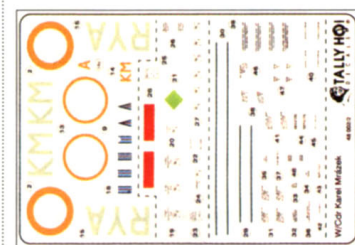
Each of these sheets is well presented and the instructions seem clear and well thought out. The colour references in each, along with potential kits, are useful, although why anyone would consider putting the Fw 190D-9 decals on the Airfix kit I do not know! The resin tropical filter in the Hurricane sheet is a neat touch, and I hope that this will be scaled-up to 1/48th very soon. The quality



72004



The four options from 72004



The two decal sheets in 48002

of the decals themselves looks good, but the carrier film is quite evident and it looks a bit opaque. Only application will clarify this point, but apart from that the images are well printed and the stencilling is clear enough to read on the 1/48th scale sheets.

Our thanks to Tally Ho! for the review samples.

Information

Worldwide Enquiries: Tally Ho! spol s.r.o.,
Gen. Píky 12, 702 00 Moravská Ostrava,
Czech Republic
Tel/Fax: 00420 69 662 50 67
Email: meluzin@ostrava.czcom.cz

Eagle Editions

The latest sheet within the Eagle Editions EagleCals range ties in with their excellent new book title on the Fw 190Ds of JV 44.

EC48-14 Fw 190D-9s and D-11 'Doras of the Galland Circus'

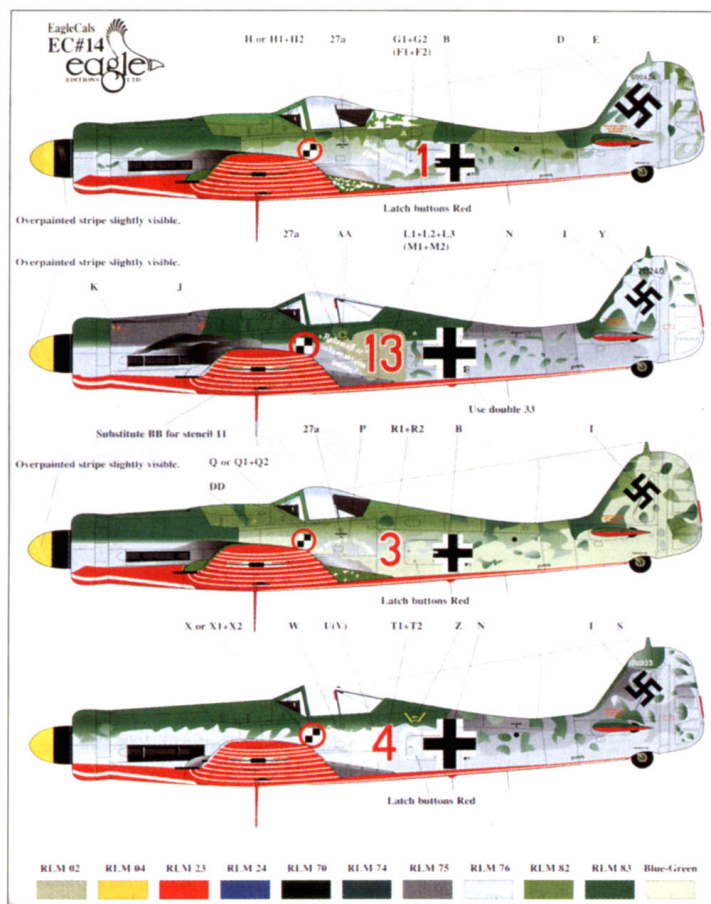
•1. Fw 190D-9, W/Nr. 600424 flown by Lt. Heinz 'Heino' Sashenberg at München-Reim, Germany in April 1944. This machine is RLM 82/83 with a possible mottle of RLM 81 over RLM 76 and the front portion of the spinner in yellow and the back in black. The undersides are red with white stripes and the aircraft carries a slogan ("Sell my clothes I'm going to heaven!") in German on the port fuselage side.

•2. Fw 190D-9, W/Nr. 213240 flown by Pblt. Klaus Faber from Ainring Airfield, Germany in May 1945. This machine is RLM 75 and 83 with a possible RLM 81 mottle over RLM 76. Once again the lower surface is red with white stripes and the spinner is yellow and black. The slogan ("In he goes even though both of us will cry!") is carried on the port fuselage side.

•3. Fw 190D-9, W/Nr. N/K, flown by Hptm. Waldemar Wübke from Ainring Airfield, Germany in May 1945. This machine is RLM 82 and 83 with (possibly) a little RLM 81 mottling over RLM 76 on the engine cowling sides and what we all now seem to call 'RLM 84' (Grünblau) on the rear fuselage and vertical tail. The lower surface is once again red with white stripes and the spinner is yellow and black. The slogan ("By order of the State Railway") is carried in white on the port fuselage side.

•4. Fw 190D-11, W/Nr. 170933 (?) flown by an unknown pilot and found at München-Reim, Germany in May 1945. This machine is believed to be the D-11 prototype (V58) although this may not be the case, and is painted RLM 75/83 with (possible) mottling of RLM 81 over RLM 76 fuselage sides. The lower surfaces are again red with white stripes and the spinner is yellow and black. The slogan ("The next Man the same Woman!") is carried in white on the port fuselage side.

The instruction sheet is, as always, a wealth of information, not just on the colour



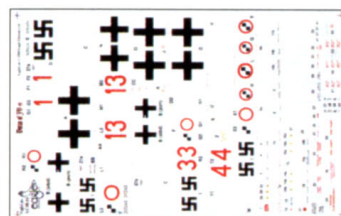
The four options offered on EC48-14

and markings of these four machines but on the modifications fitted to and equipment carried by each. Modellers wanting to use these decals should invest in the accompanying book as well, as this contains a wealth of additional photographs.

The decals themselves are to the highest standard and have been printed by MicroScale. All of the markings for each option are included along with a complete set of stencils and an additional 'half sheet' with the white stripes for the under surface of the wings.

Information

Worldwide Enquiries: Eagle Editions Ltd.,
P.O. Box 580, Hamilton, MT 59840, USA.
Tel: 406 363 5415
Fax: 406 375 9270
Email: eagle@bitterroot.net



The main decal sheet from EC48-14

Conclusion

Any Luftwaffe fan will want to add this set to their collection. The instruction book is a great source of information and the colourful schemes available on this sheet should make for some attractive models. Buy one (or two) now, as I am sure they will go fast! Both the 1/72nd and 1/48th scale versions of this sheet retail for \$9.00.

Our thanks to Eagle Editions for the review samples.

Kuivalainen Decals

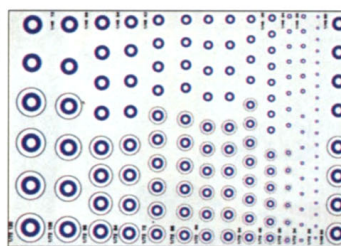
This will be a new name to many of you, but although they originate from a Finnish source, they are actually printed here in the UK by Fantasy Print Shop.

This first sheet from Kuivalainen is 23cm x15cm and offers one hundred and fifty Finnish Air Force roundels that are suitable for 1/72nd, 1/48th and 1/32nd scale aircraft, as well as 1/35th scale vehicles. The instruction sheet includes a comprehensive list of all appropriate aircraft types along with their serial prefix in Finnish AFD service and the size of wing and fuselage roundels. The roundels on the decal sheet are given by size in each scale and this will

make the correct choice quite straightforward.

Being printed by the Fantasy Print Shop does mean that their quality is assured, and the subject matter, coupled with the depth of coverage in all major scales has got to make this sheet one of those 'musts' for any modellers considering a Finnish AF subject. The sheet retails for 8.40 EUR (approx £5.50) and examples can be obtained from Aeroclub in the UK, or directly from the manufacturer via Visa and MasterCard.

Our thanks to Kuivalainen Decals for the review sample.



Kuivalainen 001

Information

Worldwide Enquiries: Kuivalainen Decals,
PL56, 00241 Helsinki, Finland.
Tel: + 358 400 564 645
Fax: + 358 9 272 68 98
Email: martti.kuivalainen@kolumbus.fi

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667

The Super Sabre

A Look at a Pair of "Huns"



by Steven J. Corvi

MONOGRAM



History

The Super Sabre was born of auspicious origins on December 7 1951 when the USAF (United States Air Force) re-designated Sabre 45, the YF-100A. This was the birth of a long line of Century series fighters that were to serve as the consummate Cold War supersonic fighters. The Century series fighter would serve for three decades in various airforces across the globe. The prototype YF-100A and the early F-100A were essentially test platforms for later models. The early airframes (F-100A) produced the first operational supersonic fighter on May 25 1953. The word 'operational' was defined in its most liberal form. In cold war tradition we wanted to beat the Russians to it.

The airframe was far from being trouble free. There were some early fatal accidents that displayed major flaws in the airframe. These were corrected over time. The powerplant was the new Pratt and Whitney J-57-P-7, which created 9,500 lbs of thrust at full military power and 14,250 lbs of thrust with the use of the afterburner. This powerplant proved to be reliable but could be prone to compressor stalls in various unstable aerodynamic manoeuvres. On October 29 1953 Peter Everest flew the

YF-100A to the then new world speed record of 755.149 miles per hour. The prototype was put into production in the F-100 series and these proved problematic as the vertical tail was too small to maintain directional stability, and in some cases this created a loss of yaw control. This yawing instability proved disastrous in supersonic flight. After George Welch's fatal accident of October 12 1954, the North American F-100 was grounded until these flaws were dealt with. The solution was simply a larger vertical tail surface area. Along with the new vertical tail the wings were extended in span and area, which compensated for the change of the centre of gravity. These modified F-100As went back into service in February 1955.

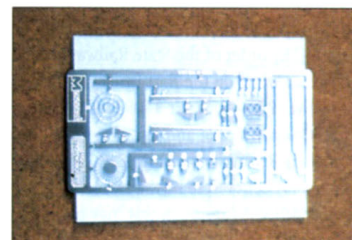
The Super Sabre did not reach its operational potential until the C and D models were created. The two requirements that the USAF requested were fighter-bomber capability and more fuel capacity (preferably in an integral wing system called a 'wet wing'). These were addressed in the new design refinements of the C and D models. The F-100C had hard-point capability in the carrying of weapon stores and the wing was re-designed to be a 'wet-wing' capable of internally carrying 451

gallons of fuel. The first F-100C flew in March of 1954. The new Super Sabres received the Pratt and Whitney J-57-P-21 with an improved output of 10,200 lbs of thrust at military power and 16,000 lbs of thrust with afterburner. This along with the J-57-P-21-A (this engine had the same performance specifications as the P-21) were to power all the subsequent Super Sabres.

The F-100D had been the fruition of North American's refinement over three years. The D model had increased wing and tail surfaces (the wings were modified to include landing flaps) plus the 'buddy' refueling system. This created the ultimate variant that would serve in the Vietnam conflict (1964-1973). This aircraft was a dedicated fighter-bomber and the air-superiority role had been discarded in favour of this important mission that had been dictated by the conditions met in the Korean War (1950-53) by the USAF. The D model and the latter F two-seater variant became the consummate 'Hun' that would serve both overseas and in the United States Air National Guard. The F-100F was produced to combat the high in-service accident rate of the F-100C and D. The first two seat trainer versions were modified



The components of the Monogram F-100D



The etched fret in the F-100D was produced by Teknics

F-100C and they were designated the TF-100C. The F-100F was a development of the latter by implementing the improvements of the F-100D. The service record of the 'Hun' in Vietnam was very good and the platform served as an excellent close-support in-country attack



The Monogram 'Hi-Tech' F-100D kit



The kit's decal sheets



Reheat set RH079

aircraft. The 'Hun' had the uncanny ability to take a beating and still take its pilots home, an endearing quality even with the inherent difficulty of flying this bird. Later on, when the air-war intensified over the skies of North Vietnam, the Wild Weasel mission was born. When the North Vietnamese started to employ SAM's (Surface to Air Missiles) the USAF started to take heavier air losses. To combat this problem, the F-100F was converted to the first Wild Weasel. These aircraft were modified with the RHAW (Radar Homing and Warning) IR-133 tuned radar interceptor receiver, which would spot and mark the enemy radar installations. These missions proved somewhat successful during the war.

The two models I chose to build for this historic Century series aircraft were some of the most colourful F-100D and F models. The most interesting markings and colours for these aircraft were in the early days when the Super Sabre was in natural metal and flew in the European theatre during the Cold War. One of the most famous Super Sabres was the 'Triple Ziltch', which was flown by Colonel Raymond Toliver (Commander of the 20th Air Wing, 77th Tactical Fighter Squadron) in Weathersfield, Essex, in 1958. Another interesting subject for the two-seat variant in natural metal is a bird from the 27th Tactical Fighter Wing, 522nd Tactical Fighter Squadron. These are the subjects that were built in this article. They prove to be some of the most colourfully marked 'Huns' and that tends to attract the modeller (at least this one!)

■ The Kit and Conversion

The two kits I chose to build for this historic Century series aircraft were the 1/48th Monogram F-100 Super Sabre High Tech (kit # 5471) and the 1/48th Monogram F-100 Super Sabre (kit # 5416). The latter kit also served as the conversion base for the C & H Aero Miniatures F-100F. I also employed the Reheat (RH079) F-100D etched brass detail set and the Superscale decal sheet (48-80). This amalgamation of plastic, resin and etched brass made up into a pair of natural metal Super Sabres. The conversion from C & H Aero represents one of the best and most accurate two seat F-100Fs in 1/48th scale. The quality of the casting and the design of the conversion make this a less daunting task. The decals

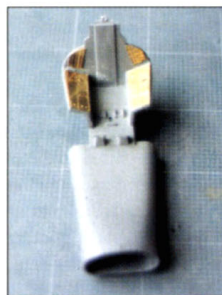
provided with the C & H also alleviate the problem of hunting down decals and markings for the two-seater.

The Monogram High Tech kit also represents good value for a very accurate 1/48th Hun. The only major problem with the Monogram kit is, of course, the pronounced, raised, panel lines. These were sanded down and re-scribed in most areas. Otherwise the Monogram has stood up well against more recently tooled kits. The new etched brass details are a nice touch on this re-release of the classic plastic offering. The only problem our prospective readers may find is that this Monogram High Tech F-100 (kit # 5471) has fallen into the dreaded collectable category and the price has soared astronomically in the past year or two. Actually all the Monogram 1/48th 'Century Series' kits have come into demand in the last 2-3 years. Perhaps it's time that Revell-Monogram, Tamiya or Hasegawa re-tool new Century Series aircraft kits in 1/48th and 1/72nd (watch this space - Ed!). All in favour...!

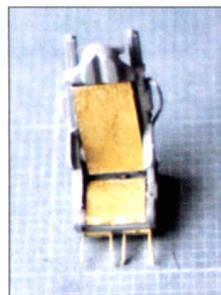
■ Construction F-100F

The construction, as always, started with the cockpit area. Since I was building two kits at the same time I decided to detail and build up both cockpits. I built up the ejection seat from the F-100D with parts from the Reheat set and some copper wire. The seat came out nicely and I painted it in the appropriate greys and blacks. The F-100F had a resin cockpit tub and seats and I built those up according to C & H's instructions. The seats varied slightly due to the different mediums, but they both built up nicely nevertheless. I would have to give the detail edge to the injection moulded ejection seats from Monogram. Both kits used the same instrument panels in the front seat position and the F-100F used an extra instrument panel provided by C & H. As can be seen from the photographs, the cockpits of both kits build up accurately and quickly. The seats were painted various shades of grey and the details were picked out with olive drab, black and various shades of metallics. The head rest and arm rest were painted Insignia red and the ejection seat pull-handles were painted yellow and black.

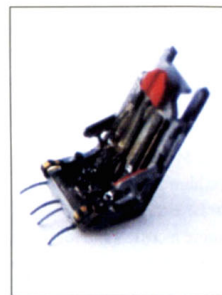
Once the cockpits were assembled and painted to my satisfaction my attention turned to the fuselage and wing assembly. Since the fuselage halves assemble in a top to bottom format rather than right to left, the wings were assembled before the fuselage halves were joined. The wings are a very simple construction of just the top and bottom sections. The fuselage halves had to be dry-fitted and sanded down accordingly. The resin halves from the C & H conversion were identical in construction style to Monogram's. Careful sanding and fitting here will avoid excessive filling later on in the construction sequence. After what seemed like an eternity (since it took place over a series of evenings) the C & H resin fuselage halves were ready for assembly. The major fitting problem occurred between the nose intake piece and the fuselage tub area. Just make sure during this step that the fuselage halves line up correctly before you commit to the Superglue. It's like putting spark plugs in your engine with mittens on.



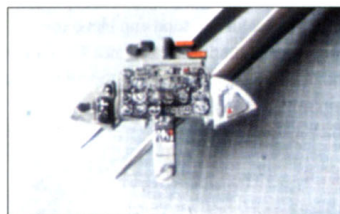
The cockpit tub with the addition of the Reheat etched side consoles



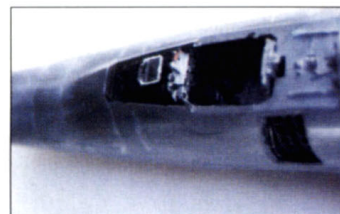
The ejection seat with details from the Reheat set



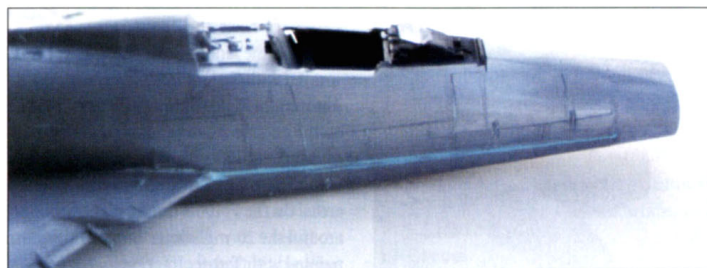
The ejection seat completed



The instrument panel



The instrument panel and HUD installed in the cockpit



The completed cockpit area



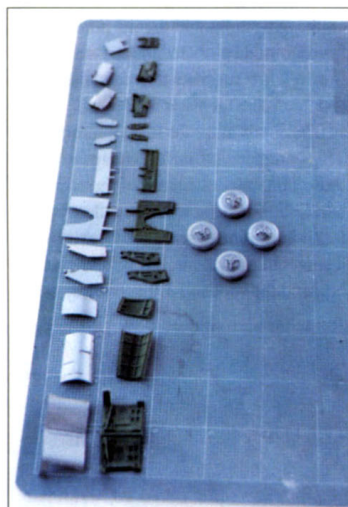
The etched afterburner rings from the kit's etched fret



Replacement nose wheel doors made from plastic card

All did turn out well though, with a little patience and of course the occasional use of familial slang and euphemisms! The one thing that has to be done after the fuselage is assembled is that the horizontal stabilizers from the Monogram fuselage have to be removed and re-attached to the resin F-100F fuselage. Out with my trusty razor saw and jeweller's saw and off with the stabilizers. Just be careful to keep the cut flush with the Monogram fuselage. They were then re-attached to the C & H F-100F

fuselage. Not a real problem, but you must maintain the vertical axis of the aircraft and attach the stabilizers evenly. Once that was completed I dry fitted and sanded the tail and burner exhaust. These parts fit reasonably well to the C & H fuselage with only slight filling needed. Good job John! I then proceeded to fill and sand all the bumps and imperfections. This is particularly important since the airframe will be finished in natural metal (so there is no primer coat on either of these kits). Once



Undercarriage and air brake components being prepared



The model all together and awaiting the start of painting

everything was tended to, the airframe was put aside and my attention now turned to the Monogram F-100D High Tech kit.

F-100D

The Monogram kit went together in similar fashion to the C & H F-100F. The etched brass elements in the Reheat set added some nice detail to the interior. The painting of the Monogram F-100D cockpit was identical to the aforementioned F-100F. Once the cockpit tub was put into place, the wing was fitted and glued into place with the top and bottom fuselage halves. These went together without incident and were a very good fit. This kit was produced in Monogram's heyday and represents some of



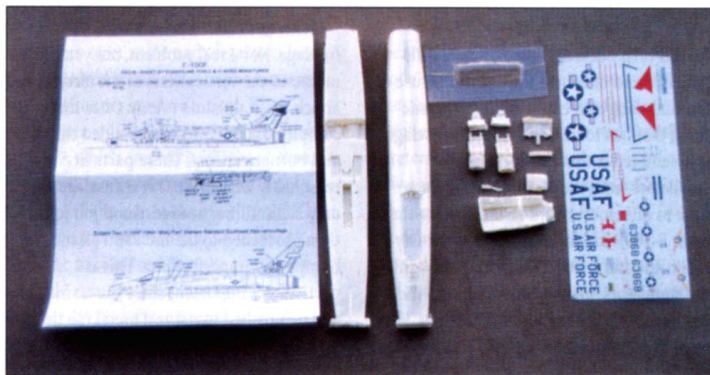
The windcreens of both F-100s. One before (right) and after (left) masking and spraying



Good 'heated' effect on the rear fuselage



The excellent resin ejection seats before and after painting



The C&H Aero F-100F conversion set



Nearly there!

the best tooling then, and holds up rather well to today's kits, minus the raised panel lines.

The detail parts that were unique to the Monogram F-100D kit were the etched brass wing fences and the turbine detail on the inside of the exhaust. The turbine detail was painted with Testors Steel and glued into place. It adds a nice touch to the rear burner exhaust area. The wing fences are shown in the photograph in comparison to the injection moulded examples. The etched elements have finer detail and were added to the wings with a small spot of superglue. I then proceeded to sand and blend the wing area around the wing fence. From here on out, the construction sequence of the two aircraft go through an identical process, so they will be combined.

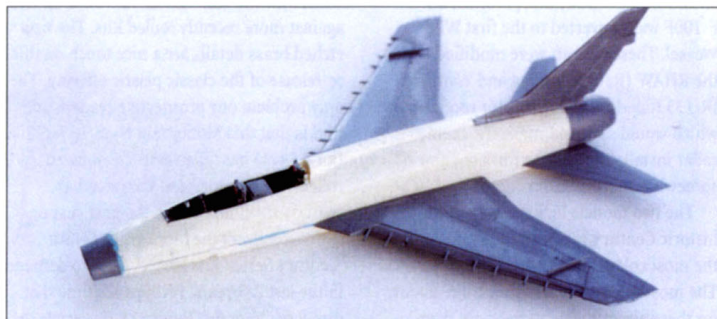
The F-100D & F-100F

Once the airframe was constructed I put it aside and concentrated on the detail parts; including the gear doors, access panels, airbrake, wheels, the leading edge wing slats, and the landing gear oleos. These were sprayed with Testors Model Master Aluminium Plate (Buffing Metalizer 1410) on the outside area and allowed to dry overnight and then subsequently sprayed with Testors Interior Green on the inside areas. On the F-100D the access areas around the 20-millimeter cannons were also painted with Testors Interior Green. Both kits had the landing gear wells and airbrake wells painted with Testors Interior Green to finish off the detail painting.

The next areas for construction were the 450 gallon external wing fuel tanks. They were identical on both aircraft so I glued the halves together and then proceeded to fill the seams with Gunze Sangyo Mr. Surfacer 500. This stuff works wonders on small seam areas and requires little or no sanding. The excess can be cleaned up with simple Isopropyl Alcohol. Once the surface was



The new cockpit interior fitted into the resin fuselage and grafted onto the kit nose and wings



Overall view of the 'surgery' required to complete this conversion

smoothed and polished the tanks were attached to a piece of fuse wire with a drop of Superglue and then painted with Testors Aluminium Plate (Buffing Metalizer 1410). The airframes of both aircraft were then masked off and prepared for painting.

Painting

As mentioned in previous articles I use Testors Model Master Aluminium Plate (Buffing Metalizer 1410) and this system involves some steps that have been previous outlined. Both airframes were polished with Novus plastic polish and then washed down thoroughly. I airbrushed both airframes and allowed them to dry overnight. I then proceeded to buff out the entire airframe. During this process I noticed that I had buffed through some of the areas on the resin fuselage of the F-100F. I then proceeded to re-airbrush that particular airframe and buffed in the paint. A particular feature of this system is the ability to buff the paint to different sheens. I did this on certain panels on the main wings, vertical stabilizers, tail and fuselage. This makes for a much more realistic natural metal finish. To further the shine, I buffed in some SnJ Aluminium powder and this integrates well with the Testors system (I also discovered that it works well with the AS-12 Tamiya Bare Metal Silver spray can paint, which can be masked with tape; think of the possibilities, I will be trying this system in the future!!) Once the panels were buffed to my liking I masked off the exhaust nozzle area with wet newspaper and created the heated metal look, which is indicative of all the 'Huns', with Tamiya Smoke. This created the burnt look and dries rather quickly. I then over-sprayed with Testors Buffing Metalizer Titanium to create the slight sheen that is on the burnt area. I was pleased with the look of the exhaust area; it

needs to be done subtly. I also painted the canopies and windcreens of both aircraft during this time, which were masked off with Tamiya masking tape (I find this tape to be the best stuff to mask canopies with which can be seen in the photographs). On the F-100F I masked off the tail tip with wet newspaper and sprayed the tip with Gunze Sangyo Aircraft Grey. Now both airframes were completely painted and ready for those colourful decals!

Decals

As stated before I used the Superscale sheet combined with the Monogram sheet for the F-100D and I used the decal sheet (produced by Flightline) provided by C & H Aero for the F-100F. These decals went on with no incident except for the Superscale fuselage red lightning bolt. This was the only decal on the sheet that disintegrated on contact with the water. The other decals strangely were intact. Luckily the Monogram decals were identical so I employed them. They were well printed and in register. I found them to be rugged and easily manipulated on the surface. They also settled down nicely with some Micro-Sol. The decals from C & H Aero were thin and adhered well, but once they are in place they are difficult to position. My recommendation is to put them in place and move them very little, if at all. The markings on the wing tanks and the tail needed to be filled in with a gloss red paint. I again used Gunze Sangyo acrylics to accomplish this task.

The decals make for some interesting 'Huns' and for a colourful bird against all those camouflaged aircraft of the same era, besides it makes for a more challenging task. I guess I am a sort of masochist when it comes to natural metal finishes, with this bird and the Voodoo I did previously, one



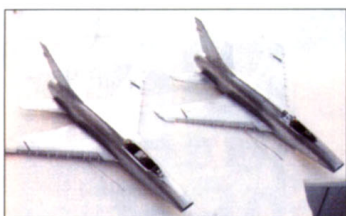
The initial coat of paint



Decals applied



Close-up of the access ladder and open access panels, F-100D



Both models side by side after the initial coat of paint



Close-up of the crew access ladders and figures



The completed F-100F



The F-100F conversion on the left and the standard F-100D on the right



The leading edge slats after painting



All the 'bits and pieces' being sprayed

can imagine. I plan to finish the F-104C in natural metal also. Put your sunglasses on to view these babies in the sunlight!

Undercarriage

At this stage the undercarriage oleos and wheels were painted and then attached. Since most of the preparation had been done, this task did not take very long at all on either aircraft. I painted the wheels with Gunze Sangyo tyre black and brushed a wash of flat black over the wheels and brake line areas of the landing gear. I also used the same wash on the inside of the wheel wells and access areas on the F-100D. This makes for a more realistic looking aircraft since these areas displayed heavy wear even on relatively new airframes. These models (both the straight Monogram kit and the C & H Aero conversion) do not need any weight in the nose for they do not tail-sit at all. That makes life a little less complicated.

Once they were standing on their own legs, I decided to attach the wing tanks and pylons. Again this was an easy task due to the preparatory work. The nose pitots and refuelling probes were attached at this point. The canopy brace was attached to the Monogram F-100D and went on with little trouble. The windscreen fitted like a dream and was glued in place with watch crystal cement. The F-100F was a little more troublesome in the canopy department. The windscreen fitted on easily, like the F-100D, but the canopy was slightly more fiddly. The canopy on the F-100F was a well moulded vacuform and was not very difficult to cut out. The brace that was put into the mid-section was a problem. The resin piece

provided by C & H Aero was not adequate for the job so this was easily remedied with strip styrene. It was bent to the contour of the canopy and was cemented in place with watch crystal cement. The canopy brace from the original Monogram kit had to be cut down five millimeters in the centre. Once this was dry-fitted into position it was attached to the main canopy with a drop of superglue. Once everything fitted to my satisfaction I painted the inside framing of both canopies flat black and added the appropriate mirrors and then superglued the canopies in place - VOILA - a pair of completed 'Huns'!

Addendum/Accessories

The only things I added with these kits were a pair of figures from the Hasegawa US Pilot/Ground Crew Set B. Since the Monogram kits come with the nice access ladder I decided to display the aircraft with them in position. I put the two figures going up the ladder in an imagery scene of a scramble alert during the tense Cold War. I like the look of the active aircraft with figures milling about. It gives perspective and scale in the display.

Conclusions

A very fulfilling kit and conversion to build. I feel this is an easy enough conversion for the beginner to tackle since there is a minimal amount of cutting as the whole fuselage is provided. The old Monogram kit fits very well and is a nice rendition of the 'Hun' in 1/48th scale. The C & H Aero conversion is the best approach to a 1/48th scale F-100F and it is a much nicer and

easier fitting example than the Maintrack offering. The conversion supplies a nicely moulded fuselage and all the bits needed to complete the project, along with a nicely printed decal sheet. The Reheat set breathes some new life into the older kit and makes the High Tech version not worth the collector's asking price. Nevertheless, the Monogram kits are the only game in town for an accurate 1/48th scale 'Hun'. With the aftermarket products and conversion one is treated to a kit that holds up well to today's benchmark in modelling. The next stop on the Century Series line will be the Convair F-102 Delta Dagger: the Monogram Pro-Modeler is the obvious choice for this

subject - Till then!!

My thanks go to C & H Aero Miniatures for supplying their item for this article.

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Overall shots of the completed F-100D



Mr Surfacer filler is good to fill small holes etc, and only needs alcohol to remove any excess

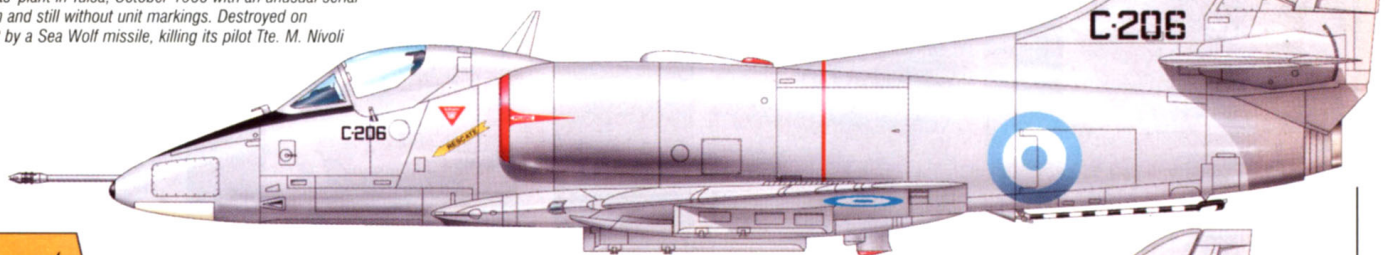


The tanks after filing, sanding and painting

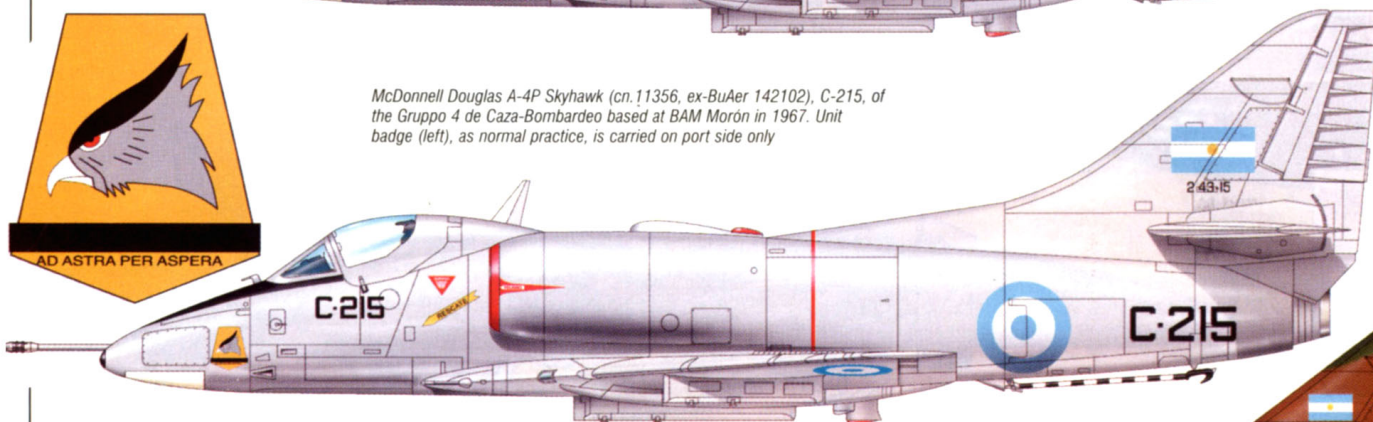
100 CENTURY SERIES

Argentine Hawks

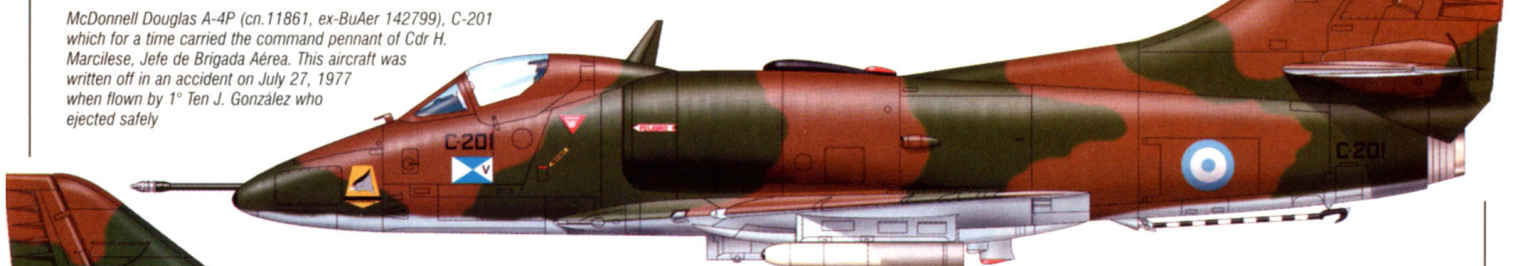
McDonnell Douglas A-4P Skyhawk (cn.11824, ex-BuAer 142762), C-206, in Argentine markings while still for evaluation at Douglas' plant in Tulsa, October 1966 with an unusual serial on the fin and still without unit markings. Destroyed on 12.05.82 by a Sea Wolf missile, killing its pilot Tte. M. Nivoli



McDonnell Douglas A-4P Skyhawk (cn.11356, ex-BuAer 142102), C-215, of the Grupo 4 de Caza-Bombardeo based at BAM Morón in 1967. Unit badge (left), as normal practice, is carried on port side only



McDonnell Douglas A-4P (cn.11861, ex-BuAer 142799), C-201 which for a time carried the command pennant of Cdr H. Marcilese, Jefe de Brigada Aérea. This aircraft was written off in an accident on July 27, 1977 when flown by 1° Ten J. González who ejected safely

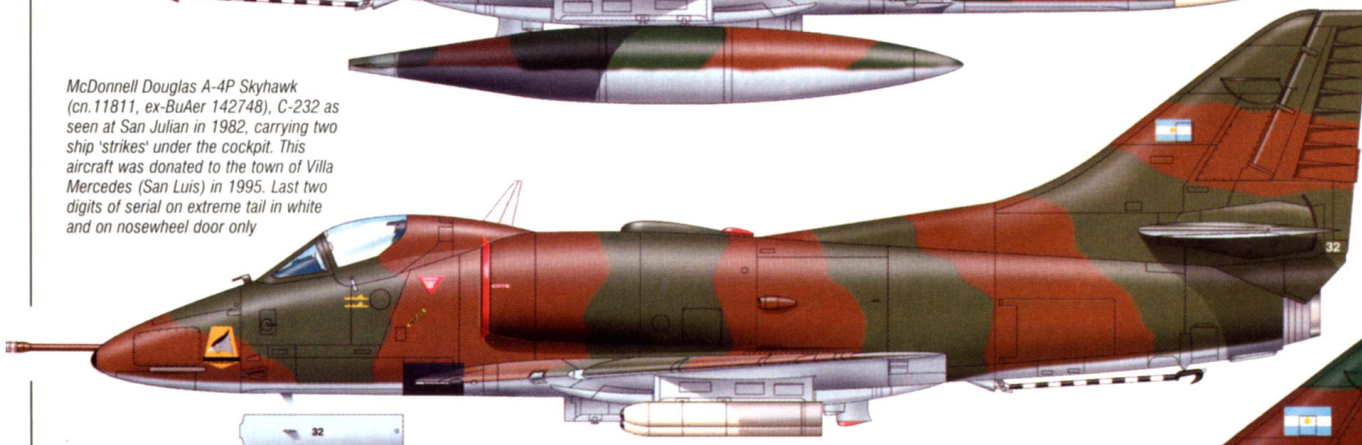


Scale - 1:72

McDonnell Douglas A-4P Skyhawk (cn.11928, ex-BuAer 142866), C-243, in its delivery scheme showing the starboard camouflage pattern. Port and starboard patterns are mirrored, and this particular example has its colours reversed. No unit markings on port side. Note windscreen wiper, rarely seen on A-4Ps



McDonnell Douglas A-4P Skyhawk (cn.11811, ex-BuAer 142748), C-232 as seen at San Julian in 1982, carrying two ship 'strikes' under the cockpit. This aircraft was donated to the town of Villa Mercedes (San Luis) in 1995. Last two digits of serial on extreme tail in white and on nosewheel door only



McDonnell Douglas A-4P Skyhawk (cn.11814, ex-BuAer 142752) C-222, nicknamed 'El Tordillo' painted in FS.36307 Gray over all upper surfaces, based at San Julian, June 1982



Ed Heinemann, chief engineer at Douglas Aircraft's El Segundo factory in California, responded to the Navy's Skyraider replacement by presenting an aircraft with a gross weight less than half of that stipulated in the specifications. The small, compact 'hot-rod' of an attack aircraft was met with some caution in official quarters, but what was being promised was sufficiently impressive to earn Douglas a contract of 20 aircraft in June 1952. Exactly two years later, XA4D-1 (Bu.Aer 137812) was flown for the first time by Robert Ryan from Edwards Air Force Base. This was but the first small step in a development programme lasting another two years culminating in September 1955 with deck trials on board the USS Ticonderoga, and the establishment



A4C, C-318 loaded with bombs and belougas

6B. A new antenna was added just aft of the cockpit for the Bendix RTA-41B/RNA-26C; a small dorsal fairing just ahead of the anti-collision light housed the DFA-73 while an Omega (VOR) antenna was fitted in the tail.

The overhauled engines were Wright J65-W-16As providing 7700lb/st while the original armament consisted of the standard pair of 20mm Mk.12 cannon. The three external load stations could take 125/250/1000lb bombs, rocket pods; a pair of extra fuel tanks of 900 US gallons could be carried under each underwing pylon while the centreline station could take a 400 US gallon tank. A 'Buddy Pack' system could also be carried providing the FAA with its first aircraft equipped for air-to-air refuelling. Apart from the overall modernisation of the structure and

Latin Hawks

of a new world speed record by Lt Gordon Gray on October 15, 1955 when 695.127mph (1,112.2km/h) was reached.

The A-4A 'Skyhawk' joined the United States Navy (USN) when on October 26 1956 VA-72 was declared operational on the type, while during that same year the improved A-4B performed its initial trials. Changes were mainly centred around the new rudder design with the characteristic scalloped shape, which cured excessive vibration encountered with the original unit, and the introduction of automatic leading edge slats, both features which were to be retained for all subsequent versions. Over 25 years and 2,960 units later, the Skyhawk became the combat aircraft with

The A-4 Skyhawk in Argentine Air Force Service

First flown on June 22, 1954, the A-4 Skyhawk still flies today in Argentina, New Zealand, Singapore, Indonesia, Malaysia and Brazil. Retaining the basic layout designed by Ed Heinemann, those flying today are the result of continuous improvements through the years, yet immediately recognisable as 'one of the family'; Ed got it right the first time! With extensive help and material provided by Pablo Calcaterra from Buenos Aires, Richard J. Caruana this month provides an extensive and exhaustive study of early Skyhawks operated, in war and peace, by the Argentine Air Force, providing modellers with a diversity of colours and markings.

systems, the contract with Douglas also included training of both flying and ground crews, together with a considerable stock of spare parts.

The first batch of 12 Skyhawks (C-201-2, 204-7, 209, 211-5) arrived in Argentina on October 31, 1966; C-203 was destroyed during a training session at NATTU Olathe (Kansas) due to fuel pump failure during the final landing approach, Cpt. Morel owing his life to the zero-zero ejector seat's reliability. These aircraft arrived without their tail hooks but they were later installed as they were considered useful in case of an emergency landing. On March 16, 1967 the second batch arrived after a ferry flight of eight days to their base at Base Aerea Militar (BAM) Cornel Pringles in Villa Reynolds, San Luis which was being vacated by the previous tenants, the last of FAA's Avro Lincolns.

FAA budget restrictions pushed delivery dates of the third and fourth batches to June 1969 (C-226-236) and April 1970 (C-237-250) respectively. The first 24 aircraft had been delivered in a silver finish with large roundels, fin flash and numbers but had been painted with earth/green/sky



C-226 refuelling from a KC-130 somewhere over Argentina fully loaded with bombs and drop tanks

the longest production run in United States history. Its baptism of fire came on August 5, 1964, when A-4Cs performed their first attacks against North Vietnamese refineries at Vinh.

Hawks for Argentina

In 1965, the *Fuerza Aerea Argentina* (FAA – Argentine Air Force) had about 25 survivors of the original 100 Gloster Meteor Mk IVs together with as many F-86F-80 Sabres in front-line service, clearly not enough to retain the delicate balance in such an unstable region. So the following year, 50 A-

4Bs were acquired from surplus USN stocks under the 'A-4B Remanufacture Program'. The Aircraft Modification Division of Douglas Aircraft Inc., equipped to modify re-bought Skyhawks for export to clients' specifications, redesignated the A-4B to A-4P due to the number of modifications requested by the FAA, although eventually Argentine pilots continued to refer to them as 'Bravos'.

All aircraft were completely stripped down and main components such as elevators, flaps, tail and rudder, cockpit instrumentation, ejector seat, engines and

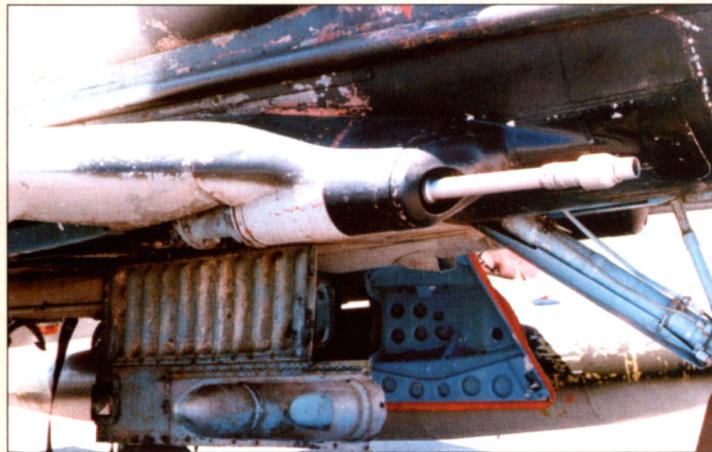
landing gear were thoroughly inspected and dubious parts repaired or completely replaced. A major modification was the addition of spoilers, together with the change of the AN/ASQ-17 communication system to the Bendix CNA-4. This entailed the removal from the nose section of the following: UHF/ADF AN/ARA-25, UHF comm. AN/ARC-27 and the IFF AN/APX-



C-202 at NATTU Olathe (Kansas, USA) in June 1966. C-203 can be seen in the background

camouflage in service; the last 25 machines were delivered already painted although their pattern had been 'mirrored' with much smaller roundels on the fuselage (none on the wings), smaller fin flashes and numbers. All these Skyhawks formed part of the V Brigada Aerea carrying the distinctive hawk's head marking with the motto "Ad Astra per Aspera" on their port forward fuselage.

Attrition was rather high, for over the following 12 years no less than 20 aircraft had been lost due to different accidents.



30 mm DEFA cannon. Newly installed in 1988 this cannon proved to be more reliable than the previous version

However, the Skyhawks' performance and record was considered successful enough to seek further supplies, so 25 examples of the improved A-4C (C-301-25) were acquired in 1974 from Lockheed Air Services. The -C provided a limited all-weather capability thanks to its AN/APG-53 radar while it carried five underwing stations instead of three. The last six aircraft were received in 1977, from Area Material Río Cuarto where they were individually inspected and assembled after they had arrived by sea still painted in the USN colours. These 'Charlies' formed the Grupo 4 de Caza at El Plumerillo, Mendoza, at the feet of Fordillera de los Andes.

From 1979 onwards, their radars and TACAN were replaced by VLF/Omega Litton LTN-211, a new radio Thomson CSF AVH611 altimeter and IFF 2720. Their limited air-to-air combat capability enabled them to be armed with AA missiles (Rafael Shafrir).

Into Battle

April 2, 1982 Operation Rosario was launched when Argentina decided to take

possession of their long-claimed territories – the Falklands Islands, referred to as the Malvinas. The first A-4s were sent to Río Gallegos, Patagonia, on April 13 forming the nucleus which became the I and II *Escuadrones Aeromóviles* (Moveable Squadrons) which eventually totalled 25 A-4Ps and 36 pilots. The islands could only be reached by Argentine Skyhawks by air-to-air refuelling from KC-130 tankers in every mission over the 1,500km return trip over icy-waters. Their offensive loads against naval and ground targets were

Mk.17 (1000lb) bombs, or two to four BRP 125 and 250kg bombs.

During the time it took the British Task Force to arrive in the contested region, the A-4Ps were engrossed in their training especially since naval targets presented a completely new and challenging opposition.



A4B, C-214 seen during a parade in 1974 at VII Brigada Aérea in the colour scheme applied on delivery. Note the VHF antenna is painted green



A4C, C-318 survivor of the attack on HMS *Invincible*. The ship silhouette can be seen on the nose (just painted). The aircraft is loaded with bombs and drop tanks painted in turquoise. San Julián 31/05/82

Although the defence of the sea in the area was the sole responsibility of the Argentine Navy, with its A-4Qs and Super Etendards, FAA were surely to be called for their support, and the only chance of survival was for a Skyhawk to fly very low and fast (just a couple of metres above the sea) and release the bombs at point blank range. Eventually it was found that this did not leave enough time for the bomb to arm itself and explode.

On May 1, two Charlies were sent armed with missiles but found nothing. It was one of the few missions flown by the planes of the IV Brigada in the anti-aircraft role. On May 9, two A-4Cs tried to reach HMS *Coventry*, but crashed in South Jason island, flying into a 300-metre mountain in poor visibility, killing both pilots (something similar happened to a pair of Harriers later on). First action for the 'Bravos' against the British fleet took place on May 12. HMS

Brilliant and HMS *Glasgow* were shelling Port Stanley (Puerto Argentino) when two flights of Skyhawks zoomed down to attack; two aircraft from the first section (Cuña) were shot down, including the leader (1st Lt. Bustos), another crashed into the sea whilst trying to avoid Anti Aircraft (AA) fire, the fourth and only survivor returning to base. The second section (Oro) led by Cpt Zelaya managed to attack HMS *Glasgow*, putting her out of action for the rest of the war, losing only one aircraft to 'friendly' fire at Darwin.

May 21, the day of the landings, saw the first real action of the 'Charlies' which ended in the loss of two out of the four attacking aircraft. The section of 'Bravos' led by Cpt Carballo suffered technical problems on the outward trip, leaving Carballo alone to press an attack against HMS *Ardent* using Mk.17 bombs, with some sources claiming a hit (*Ardent* was later sunk after attacks by FAA Daggers and naval A-4Qs). That same evening hits were scored against HMS *Argonaut* by *Escuadrillas* Orion and Leo, also put out of action for the rest of the war, without any loss for the A-4Ps led by 1st Lt Fillipini. Two days later HMS *Antelope* was attacked when 1st Lt Guadagnini leading *Escuadrilla* Trueno was hit by return fire and killed after hitting *Ardent's* mast. It was the turn of the four A-4Cs on May 25 which attacked HMS *Avenger* and *Fearless* at San Carlos losing one machine which was hit by a Rapier missile, Tte. Lucero ejected but broke both legs in the process. That day the 'Bravos' lost Cpt Palaver whose C-244 was shot down by a missile fired from HMS *Coventry* while Cpt Carballo and wingman attacked and damaged HMS *Broadsword* and her Lynx helicopter. This was followed



A4B, C-212 at Villa Reynolds (V Brigada Aérea) in 1988 with an experimental colour scheme

Argentine Hawks

McDonnell Douglas A-4P Skyhawk (cn.11790, ex-BuAer 142728) with high-visibility yellow bands on fin and wings used during the Falklands War. It participated in the attack on HMS Fearless on June 8, 1982 after which it was shot down by Sea Harrier ZA177, killing its pilot Alf. J. Vázquez. Positioning of the wing bands is similar to those shown in plan view, sheet 3

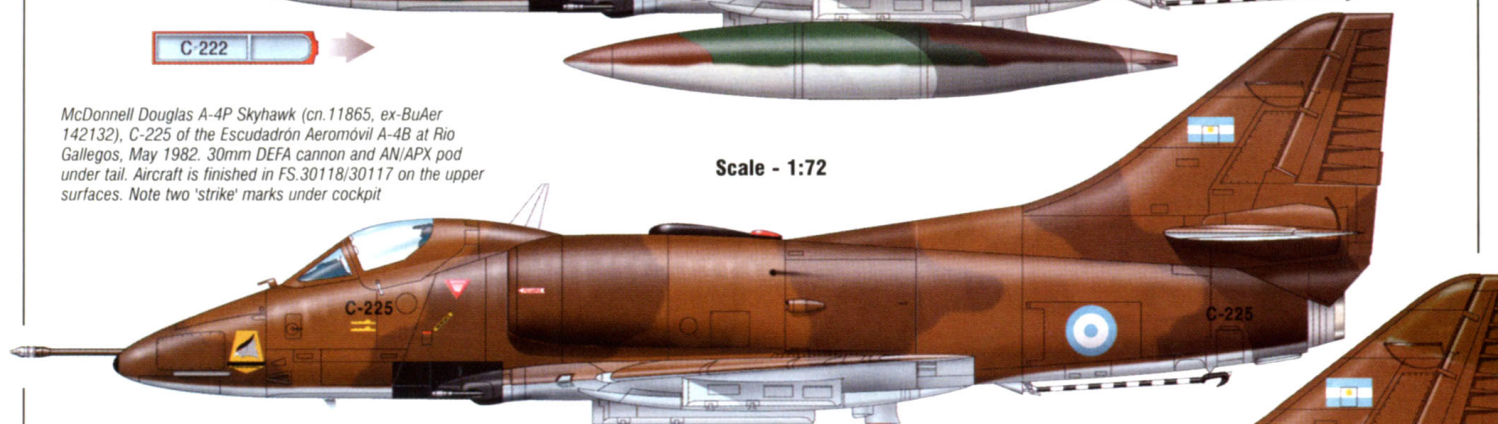


McDonnell Douglas A-4P Skyhawk, C-222 ex-'El Tordillo' after the Falklands war in a highly gloss scheme of darker upper colours and FS36400 Light Gray undersides. Serial only carried inside the nosewheel door (see detail, arrow denoting front of aircraft)

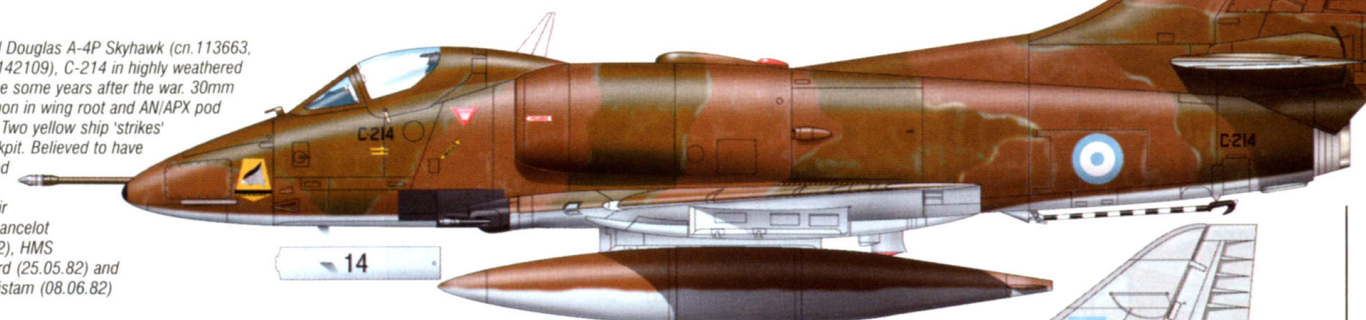


McDonnell Douglas A-4P Skyhawk (cn.11865, ex-BuAer 142132), C-225 of the Escuadrón Aeromóvil A-4B at Río Gallegos, May 1982. 30mm DEFA cannon and AN/APX pod under tail. Aircraft is finished in FS.30118/30117 on the upper surfaces. Note two 'strike' marks under cockpit

Scale - 1:72



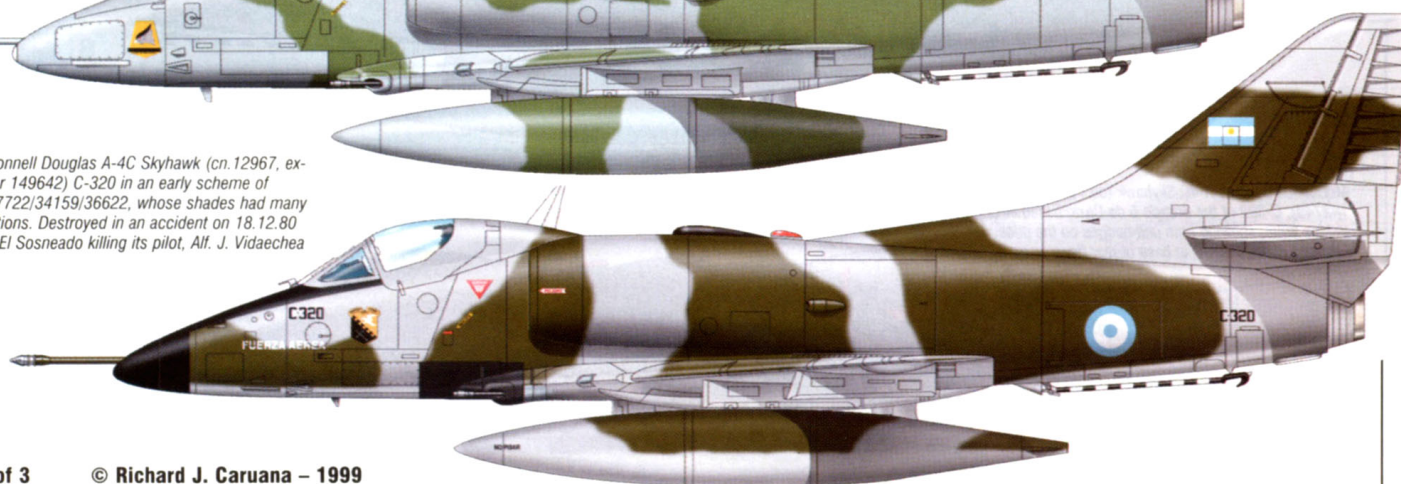
McDonnell Douglas A-4P Skyhawk (cn.113663, ex-BuAer 142109), C-214 in highly weathered camouflage some years after the war. 30mm DEFA cannon in wing root and AN/APX pod under tail. Two yellow ship 'strikes' under cockpit. Believed to have participated in attacks on HMS Sir Gallahad/Lancelot (25.05.82), HMS Broadsword (25.05.82) and HMS St Tristram (08.06.82)



Below: McDonnell Douglas F-4P Skyhawk (serial unknown) in one of the experimental schemes adopted around 1989, based at el Palomar. No serials are carried externally. Extreme nose painted white, indicating aircraft re-engined with Wright J-65-W-20

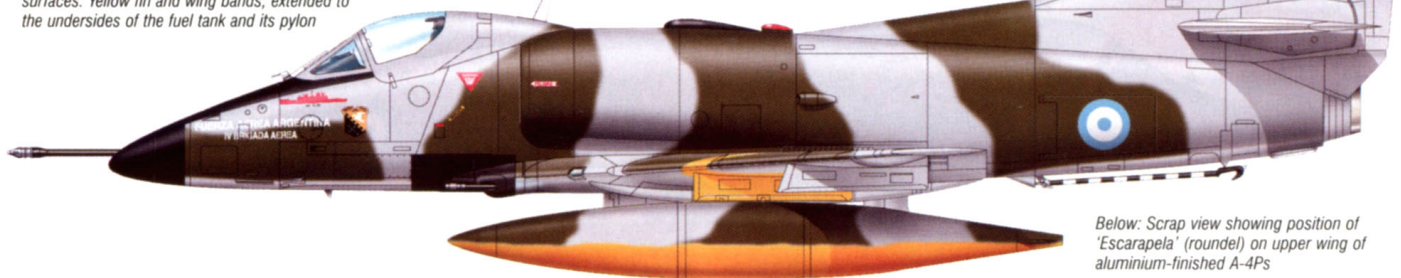


McDonnell Douglas A-4C Skyhawk (cn.12967, ex-BuAer 149642) C-320 in an early scheme of FS.37722/34159/36622, whose shades had many variations. Destroyed in an accident on 18.12.80 near El Sosneado killing its pilot, Alf. J. Vidaechea



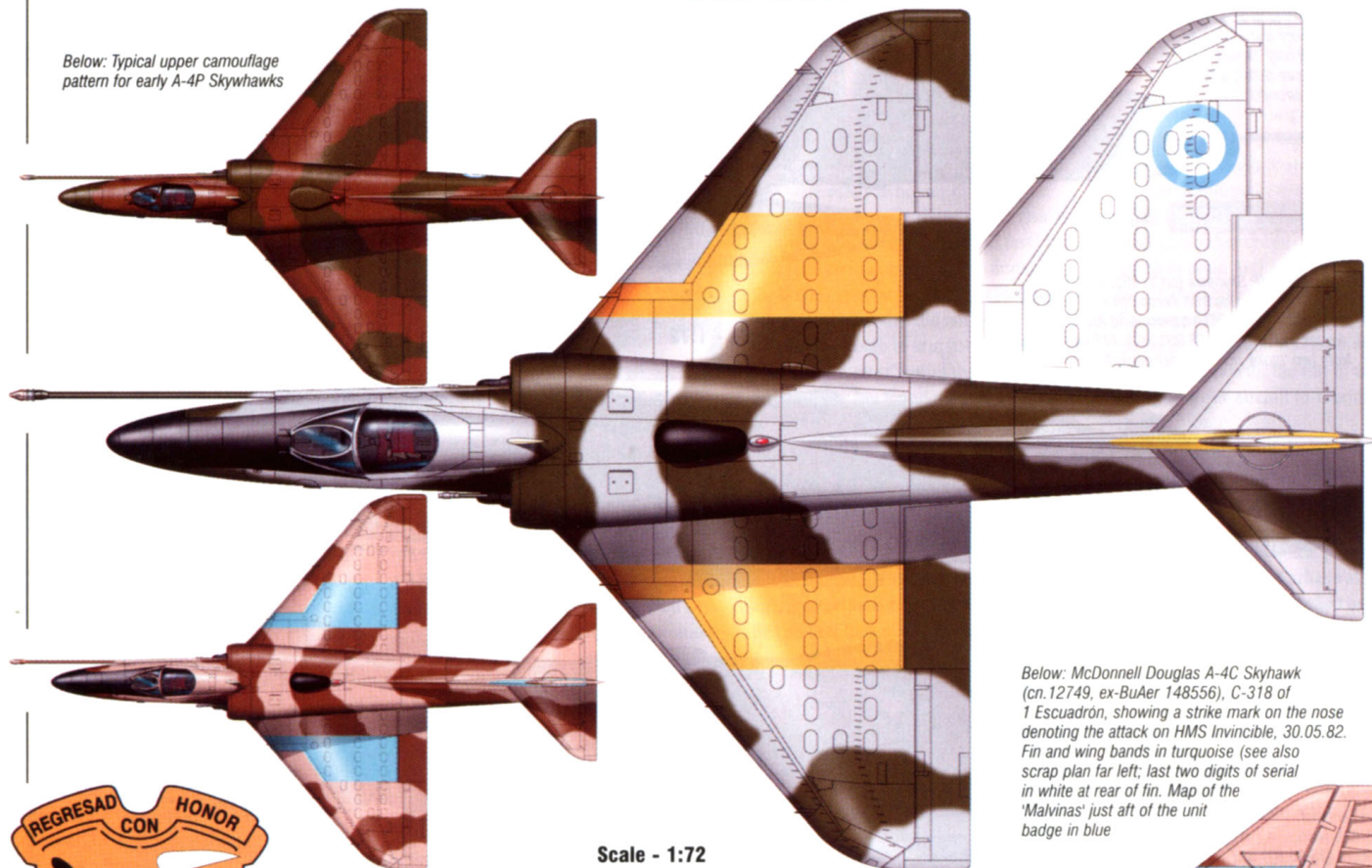
Argentine Hawks

McDonnell Douglas A-4C Skyhawk of the IV Brigada Aerea, during operations from San Julián in May of 1982. Serial of this aircraft is probably C-321, difficulty arising from the fact that serials were removed from all external surfaces. Yellow fin and wing bands, extended to the undersides of the fuel tank and its pylon



Below: Scrap view showing position of 'Escarpela' (roundel) on upper wing of aluminium-finished A-4Ps

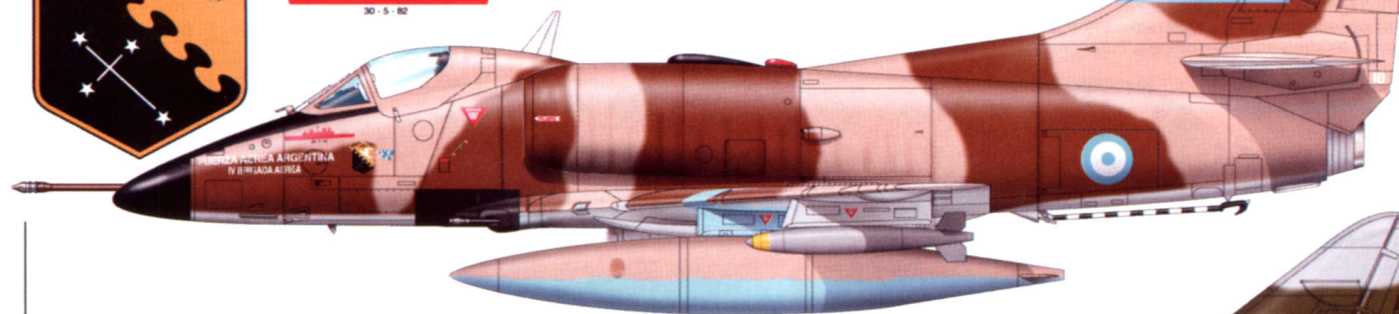
Below: Typical upper camouflage pattern for early A-4P Skyhawks



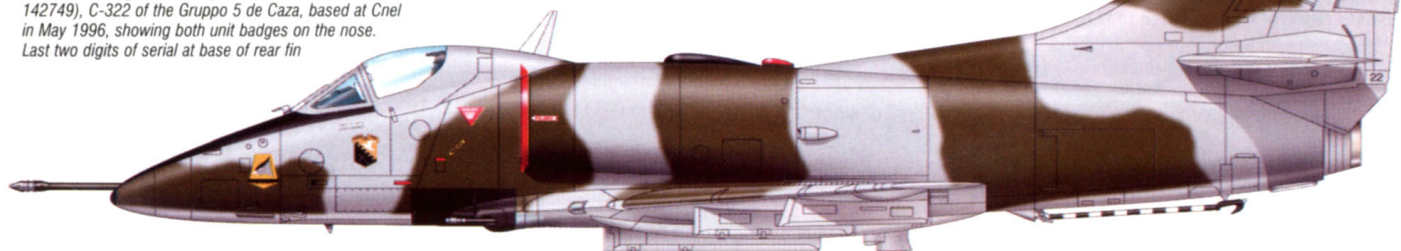
Below: McDonnell Douglas A-4C Skyhawk (cn.12749, ex-BuAer 148556), C-318 of 1 Escuadrón, showing a strike mark on the nose denoting the attack on HMS Invincible, 30.05.82. Fin and wing bands in turquoise (see also scrap plan far left; last two digits of serial in white at rear of fin. Map of the 'Malvinas' just aft of the unit badge in blue

Scale - 1:72

(Except scrap views)



McDonnell Douglas A-4C Skyhawk (cn.11811, ex-BuAer 142749), C-322 of the Grupo 5 de Caza, based at Cnel in May 1996, showing both unit badges on the nose. Last two digits of serial at base of rear fin



McDonnell Douglas

Argentine Hawks

**McDONNELL DOUGLAS
A-4C
SKYHAWK
Inverted Plan**

Note: These drawings show the Argentine versions of the A-4B (designated A-4P) and A-4C which differ in detail from aircraft of the same designation used by other air arms due to modifications specified by their operator

Scrap view of A-4P starboard nose section showing the detachable refuelling probe detail

Note red light under nose

**McDONNELL DOUGLAS A-4C
SKYHAWK
Upper Plan**

**McDONNELL DOUGLAS
A-4C
SKYHAWK
Fuselage
Cross-Sections**

Shaded area shows A-4P nose

0 metres 1 2
0 feet 3 6
Scale - 1:72

DEFA 533A-4
30mm cannon
installation in wing
roots replacing
standard 20mm weapon
(A-4Ps also converted)

Scrap view of the dorsal
fairing of the A-4P,
shown shaded in the A-4C
plan view

**DRAWINGS BY
RICHARD J. CARUANA
© 1999**

**McDONNELL
DOUGLAS A-4C
SKYHAWK
Front View**

**McDONNELL DOUGLAS
A-4C
SKYHAWK
Port Profile**

**McDONNELL DOUGLAS
A-4P (B)
SKYHAWK
Port Profile**

This aircraft is shown with
original 20mm cannon
in wing roots

APX-6 pod under rear
fuselage not
carried by some
early A-4Ps



A4C, C-318 one of two survivors of the attack on the *Invincible* after the war. The yellow markings on the tail can be seen. Turquoise bands were applied later in the conflict.

by another pair led by Lt Velasco in C-207 which hit HMS *Coventry*, the ship sinking in less than 30 minutes, both aircraft returning safely to base marking the most successful operation of the whole war for the A-4Bs.

Conflicting reports exist regarding the attack on May 30 against HMS *Invincible* by four A-4Cs, which followed the trail of smoke from the Exocet fired from an Etendard. Two of the Skyhawks (leader 1st Lt Vázquez, 1st Lt Castillo) were shot down while closing on to the carrier, the others pressing on to deposit their 250lb bombs after which they turned back to base, in full a four-hour flight. Some sources suggest that this attack took place against *Atlantic Conveyor*, but she had already been sunk by that date.

'Bravos' continued with their attacks until June 7 with the loss of one A-4B. On June 8, five Skyhawks led by 1st Lt Cachón,



A4B, C-231 after the war with a very dark blue undersurface and a ship silhouette painted on the nose

destroyed *Sir Gallahad* and left *Sir Tristram* out of combat, followed by another wave later on led by 1st Lt Bolzán which was, however, intercepted. After sinking L-703,



A4C flying low over Argentina. Note that the starboard leading edge slat is a replacement from another aircraft.



A4C fully loaded with bombs refuelling from a KC-130 over Argentina. The outer pylons seem to be fitted with rockets.



A4B, C-214 with a couple of silhouettes painted on the nose. Behind is C-207 which sank HMS *Coventry* on the 25th May 1982. C-214 took part in the attacks on *Sir Lancelot* and *Gallahad* (May 24th), *Gallahad* and *Tristan* (June 8th) and *Broadsword* (May 25th)

three out of the four aircraft in this formation were shot down by Harriers. Last action for the A-4Bs from San Julián was performed on June 13 when seven aircraft led by Cpt Varela in the all-grey C-222 'El Tordillo', attacked the British command post, damaging a Scout and two Gazelles in the vicinity. KC-130s ventured at great risk close to the area of operations to refuel aircraft which would otherwise not have made it back to base due to loss of fuel after being hit by AA.

Losses during 149 sorties (against 131 naval and 18 land targets) mounted by the A-4Bs amounted to ten aircraft and nine pilots; They took part in the sinking of four ships, left three more out of combat, damaged seven while one helicopter was destroyed and five damaged. Nine of the original 13 'Charlies' were lost, eight pilots being killed in action and one taken prisoner.

Beginning of the End

Surviving Skyhawks, both A-4Bs and -Cs, were grouped into the V Brigada Aerea in 1983 at BAM Reynolds. The weakest point which emerged from the war was the A-4's 1/20mm cannon which failed most of the time. So in 1987 these were replaced by the more reliable 30mm DEFA 553A-4 of indigenous design and manufacture. In 1989 an Omer 110 cinegun was added to all the A-4s still in service until removed in 1989. Different camouflage schemes were tried out, though basically the old standard version remained in use. All serials and roundels were removed leaving only the fin flash and serials were painted only inside the nose landing gear door.

Four A-4Bs (C-207, 214, 222, 225) and a pair of A-4Cs continued in service until December 15, 1998 when they were struck off charge, bringing a thirty-four year-old saga to an end... well not quite. Their legacy has been passed on to a new generation of Skyhawks, the A-4AR 'Fighting Hawks', which are a far cry from the men and machines who fought a war against ships in the 1980s using tactics of the 'forties and aircraft of the 'fifties.

Richard J. Caruana

Acknowledgements:

The author is indebted to the material and information supplied by Pablo Calcaterra, aided by Fernando Benedetto, and their enthusiasm. Pictures supplied by Atilio Marino, Juan Carlos Cicallesi, Fernando Benedetto and Dirección Estudios Históricos Fuerza Aérea Argentina, via Fernando Benedetto and Pablo Calcaterra.



A4B, C-203 on the 28/07/66 after arrival at NATU Olathe just four days before its destruction in a landing accident caused by a faulty valve. The aircraft lost power and crashed landed but the pilot ejected just in time

The Supermarine Spitfire F Mk 21

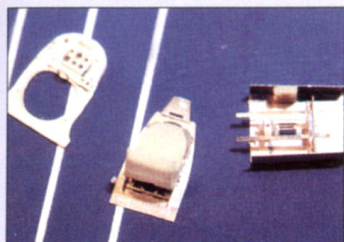
eduard
PLASTIC KITS

by Richard A. Franks

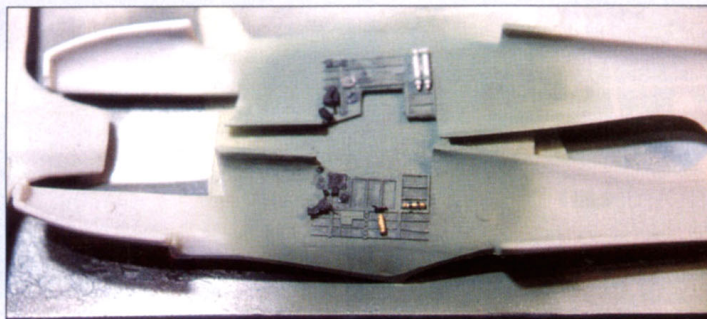


A color illustration of a P-51 Mustang fighter plane in flight, viewed from the side. The plane is olive drab with a white nose and a red, white, and blue roundel on the fuselage. The tail number '14200' is visible. In the background, a Spitfire is also in flight.

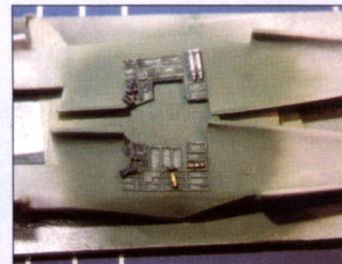
Many of you will recall this kit when it originally came out under the Aeroteam label. This version from Eduard however upgrades the level of detail offered by replacing the interior with an etched brass



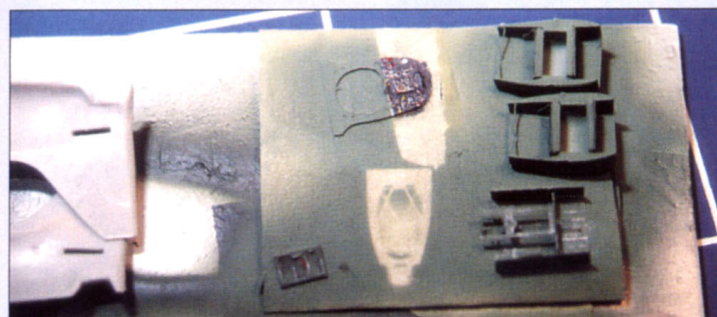
The instrument panel is made up of etched brass with two acetate films sandwiched between. Shellac is once again used to do this, although gloss white paint on the back of the acetate film will also work. The rear bulkhead and resin seat were also made up at this time.



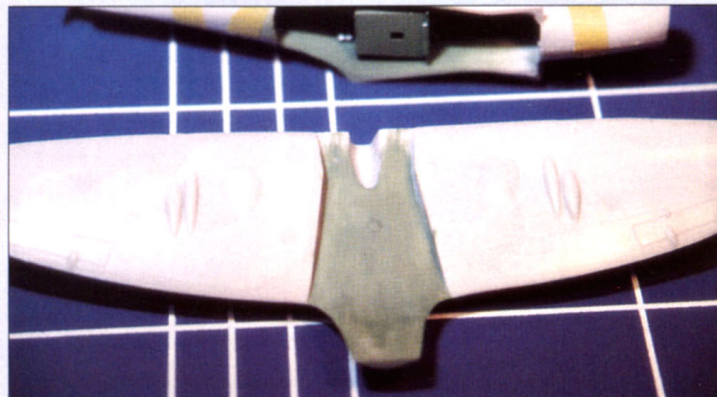
The cockpit interior was now sprayed with Interior Green (Xtracolor X10) and all the boxes and controls picked out in red, yellow and black.



The interior looked too clean initially, but careful washes with black and a dry brush with Chrome Silver soon changed that.



Here you can see the instrument panel, floor pan and resin access door suitably painted and weathered in the same manner as I did with the interior.



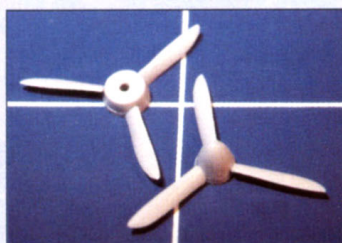
One thing I had omitted to do was spray the interior of the wing centre section when I sprayed the interior. This area can be seen through the cockpit once assembled, even with the floor pan in place, so make sure you paint it.



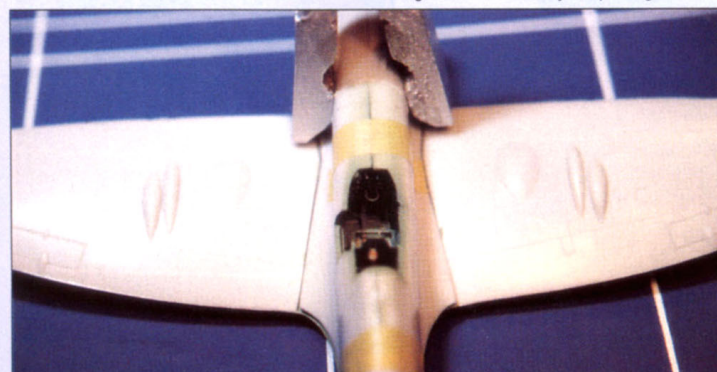
The compression links on each oleo are too thick, so replacement etched ones are supplied by Eduard and are seen here in place.



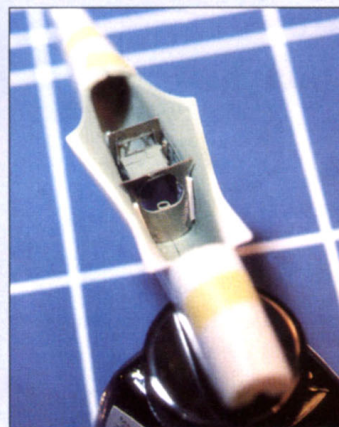
A steady hand and good co-ordination allows modellers to drill out the exhaust stacks, and although I have neither skill I still managed it on the exhausts with this kit!



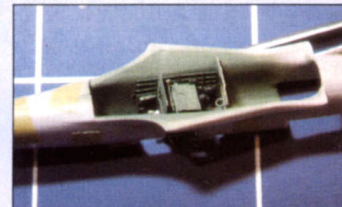
The six-blade contra unit was my choice, as I had been asked to do the racing scheme and that machine had this unit fitted. I must admit that the locating points for the blades were very vague, and the blades moved on a number of occasions during the rest of assembly and painting.



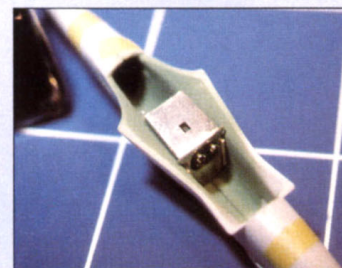
Fit of the wing to fuselage joint is not that bad, but it still needed filler and a bit of sanding.



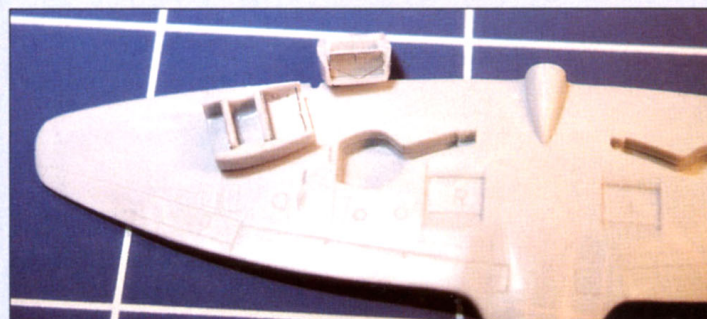
The fuselage halves were taped together once all the paint had dried, and the interior was test fitted. Here you can see the plastic rod tabs added behind the instrument panel to ensure this item stays in place.



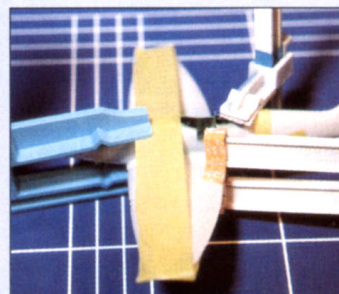
The rear bulkhead and pilot's seat are added next...



... followed by the floor pan.



Detail upgrades continued now while the fuselage was glued together and dried. The radiator units for under each wing have new etched matrices added and the support struts in the back.



Clamps and tape helped to sort the problem out, but a Berna Assembler is the only way to get enough pressure onto that trailing edge joint



Now the fuselage and wings could be joined. The gap around the wings' trailing edge was going to prove a problem though



The cockpit is now masked off with damp tissue paper

moulding, therefore ensuring the correct dihedral when fitted. The kit also features the option of a standard five-blade propeller, or a six-blade contra-rotating unit. The resin parts comprise the rudder, elevators, ('weighted') mainwheels, pilot's seat, and several small items for the cockpit. The etched components furnish the entire cockpit interior and some of them can be used in place of the resin pieces, the choice is yours!

do was add the canopy and other details. The canopy is injected plastic, and comes as a 'closed' single piece, or as a three-part 'open' version. I wanted to have the open version, as the access door was open and a



Decals

The decals are well printed and in register. Being produced by Propagteam they are very thin, and recently a reader (Tony Clarke) sent in his tip for how to deal with these decals. I have often found that once on the model, you cannot reposition Propagteam decals, they simply curl up or shatter. The hint was to spit on the location of the decal and apply it! It sounded so odd that it just might work... and you know what, it did! (The thought of hundreds of modellers worldwide now spitting on their decals is too horrible to contemplate, as is that of how Tony found this solution in the first place!). There are a mass of stencils included, but most are so small that you cannot see them, and to be truthful I had not tried my 'new' method of applying Propagteam decals, so I chickened out with a lot of them!

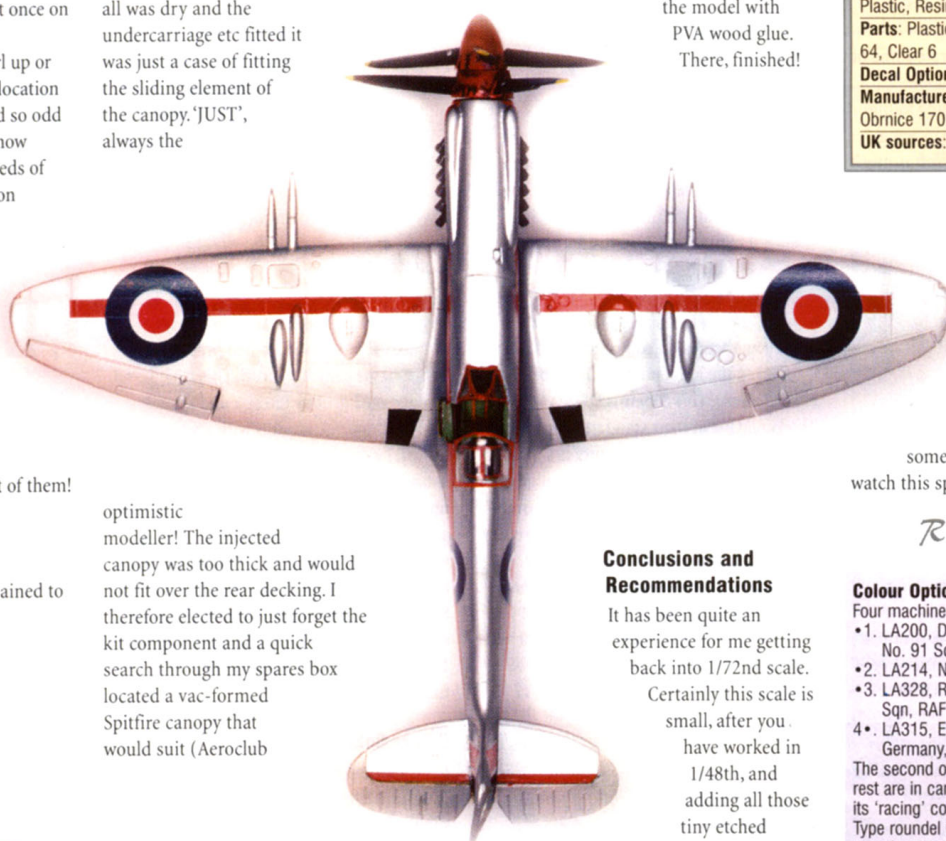
Decal Rating = 9/10

Final Assembly

With all the decals on, all that remained to

fully detailed interior fitted. I had already painted the frames of these parts red (Revell 34 is a good match for Halfords Fiat Red), and I secured the front and rear portions with shellac. Once all was dry and the undercarriage etc fitted it was just a case of fitting the sliding element of the canopy. 'JUST', always the

and Falcon actually market replacement vac-formed canopies for any of you without one in the spares box) and I trimmed this, painted it and secured it onto the model with PVA wood glue. There, finished!



Conclusions and Recommendations

It has been quite an experience for me getting back into 1/72nd scale. Certainly this scale is small, after you have worked in 1/48th, and adding all those tiny etched

Technical Data	
Manufacturer:	Eduard 'Profil Pack'
Scale:	1/72nd
Origin:	Aeroteam
Status:	Updated Tooling ✓
Panel Lines:	Engraved ✓
Fabric Effect:	✓
Price:	£10.75
Type:	Limited Run Injection Moulded Plastic, Resin & Etched Brass
Parts:	Plastic 64, Resin 15, Etched Brass 64, Clear 6
Decal Options:	4
Manufacturer:	Eduard M.A., 435 21 Obrnice 170, Czech Republic.
UK sources:	LSA Models & Hannants

details can drive you to distraction at times, but the end result is quite pleasing, and it does not take up as much room as a 1/48th scale version. I enjoyed making this kit, and it has inspired me to do some more stuff in this scale, so watch this space!

Richard A. Franks

Colour Options

Four machines are offered in this kit.
 1. LA200, DL•E, flown by Flt Lt A.R. Elcock, No. 91 Sqn, Holland, 26th April, 1945.
 2. LA214, No. 41 Sqn, 1946.
 3. LA328, RAG•J, No. 600 (City of London) Sqn, RAF(Aux), 1946.
 4. LA315, EB•O, No. 41 Sqn, Lubeck, Germany, 1945.
 The second option is overall silver, while the rest are in camouflage. LA214 is depicted in its 'racing' colour scheme and although a C Type roundel is carried on the upper wing, recent research has suggested that a B Type is accurate. Modellers note, and check your references if you are unsure on this point!



Albatros D.III

by Rod Holland

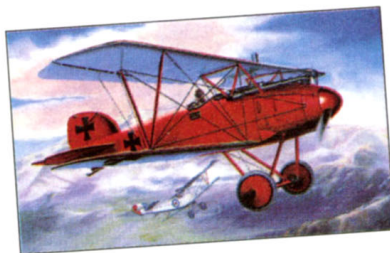
eduard
PLASTIC KITS

From mid August 1915 to June 1916, the Royal Flying Corps suffered badly at the hands of the pilots of the German Air Arm. The use of the nimble Fokker monoplanes with their forward firing guns resulted in a front line littered with the wreckage of R.E.8s and B.E.s of the RFC.

The German Jastas began to regain the upper hand over their opponents with the introduction of new single-seat biplane fighters.

The most important of these was the Albatross D.II and almost before it entered production the boffins of Albatros Gesellschaft für Flugzeug-Unternehmungen mbh and their design team were involved in producing a successor which would incorporate some of the attributes of the French Nieuport fighter, a captured example leading to the adoption of the sesquiplane or 1½ wing where the upper wing of an aircraft is much broader in chord than the lower. Thus appeared the Albatros D.III. When introduced the centrally located upper wing radiator led to complaints from operational pilots as the pipework impaired their vision, so it was offset to the starboard wing from aircraft No. D2200/17 onwards.

The D.III, and later the D.Va, were among the best German aircraft to see service during WWI. However there was one initial shortcoming that gave considerable concern and that was a structural failure of the lower wing. Von Richthofen nearly came to grief in a D.III and later expressed a low opinion of them, but after exhaustive testing the problem was resolved and although officially superseded by the D.V during the summer of 1917, production continued until early 1918. Licensed versions of the D.III were



also built for the Austro-Hungarian Army Air Service.

The Kit

You know, for years the WWI modeller felt like the orphan of the model world when it came to new models and had no hope at all when it came to one interested in 1/48th scale. But over the last few years we have been deluged with a whole raft of new kits, books and data and it is now a joy to be able to say "Now which one will I build next?" Mind you, there is no 'choice' involved when it comes to the latest offering from the Eduard stable. This Albatros D.III is beautiful! One of their standard kits (who needs etched brass?), the quality is superb and you can't wait to get started on it or at least, I couldn't. I have a model that is over three months behind schedule because every time I think about it I am distracted by something new, a situation that once I only dreamt about, but long may it continue!

On opening the box with its excellent artwork (I've taken to collecting these) of Von Richthofen's aircraft of Jagstaffel, 11

April 1917, an aircraft from the D1910-D2200 series (note the number), you are faced with an excellent set of mouldings which require very little cleaning up, a set of instructions giving the option of 'Blue Mouse', the aircraft of Lt der Reserve Hermann Frommherz (32 kills) Jasta 2 (Boelke) spring 1917 and an excellent set of decals printed in Italy for AeroMaster.

Accuracy

Checking the main components against an Ian Stair drawing I was reasonably satisfied, although I think the fuselage may be a couple of millimetres short, but it looks right. The wings with their elegant shape and sharp trailing edges will do for me, as I have never been a rivet counter!

Construction

This is relatively straightforward, starting with the interior which assembles well, and I did not miss the usual etched brass, even the instruments came up nicely. This time I decided on a grubby interior and after painting the cockpit walls with a wood brown, I gave them a wash with diluted Indian Ink. Everything fitted well and gave no problems. The engine was assembled and given a coat of black, mixed with silver. It was then highlighted by dry brushing with a natural shade of silver to bring up the detail. Some of the pipework was accentuated by adding a touch of rust to the black and silver. The engine was now installed and the fuselage put together.

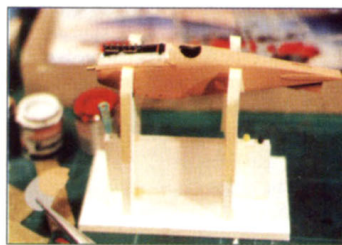
Colour Schemes

Decision time now, as to which markings to use and, being me, I chose not to use those supplied. For some time now I have wanted to build a D.III with the two colour markings (lilac and green) to the upper wings and tailplane and now I was able to use the super decals from AeroMasters 'Albatros Collection Part 1', and I chose those for an aircraft of Jasta 10. Most of these aircraft had wooden fuselages and AeroMaster produced excellent decals to represent wood, but unfortunately they are almost impossible to obtain so I decided to try out an old military figure technique to come up with varnished plywood.

I now masked off the upper forward cowling panels and part of the aircraft's nose, then mixed Humbrol Sand with white



Albatros D.III	
Manufacturer:	Eduard
Scale:	1/48th Price: £10.75
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Fabric Effect:	Raised ✓
Type:	Injection Moulded Plastic
Parts:	Plastic 57
Decal Options:	2
Manufacturer:	Eduard (see Advertisers Index)
Sample Supplier:	Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
Tel/Fax:	01702 559308

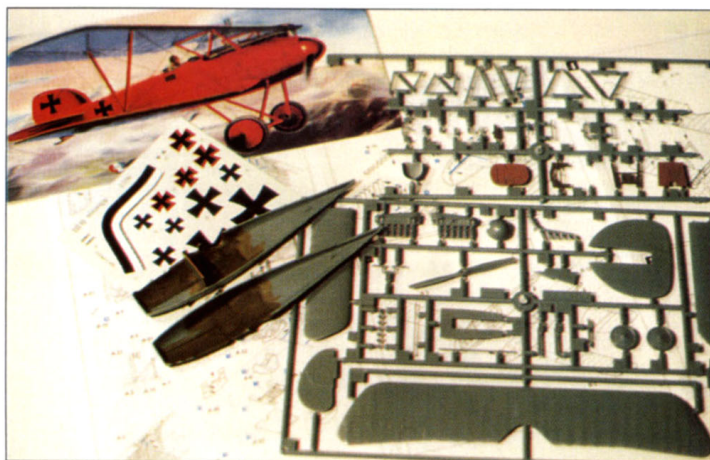


The fuselage in its jig with the forward decking masked and the brown base coat applied

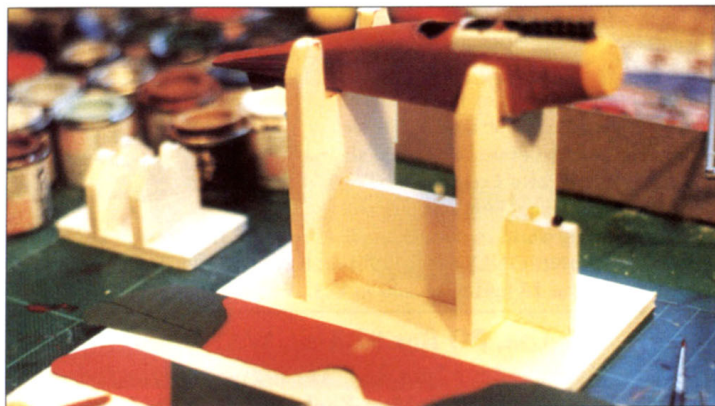
and a touch of red to give the base wood colour. This was then painted over the fuselage, the leading section of the tailfin, and the tail-skid fin. This was put to one side in a jig to dry thoroughly. Whilst these were drying, I took the wings and tailplane, which again required very little cleaning up, and I airbrushed the undersurfaces with Humbrol Pale Blue (No.65).

The following day I took the fuselage, tail and tail-skid fins and, using a Rowney artists oil colour, I thinned down a dollop of Mars Brown using methylated spirit to the same consistency as Humbrol paint and, using a fairly large brush, painted all over the unmasked portions of the fuselage and fins. I immediately took a piece of fine sponge and wiped it almost all off again, the action of the sponge leaving a wood grain effect. It might be a little too red for some people but it looks alright and I'm happy with it. These parts were then put to one side again to dry thoroughly. Because the oil colour is well thinned, it takes about the same time to dry as normal Humbrol paint, as after all they are both oil based.

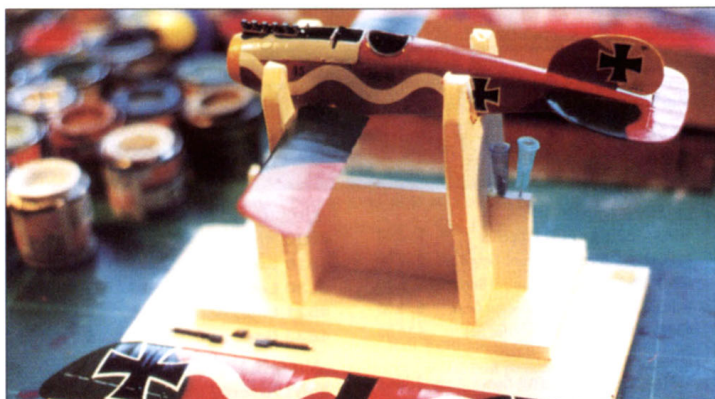
One thing that the WWI modeller still suffers from is a lack of decent paints. Everything has to be mixed. So come on Mr. AeroMaster, how about it? Where is our RFC



The layout of the kit parts. I was so keen to build this kit that I had already started to do the detail painting before I remembered to take this shot!



Once the oil paint had dried, the upper surface colours were applied. Note the central radiator!



The main markings applied. By this time I had moved the radiator



The upper wing being rigged in place while the fuselage sits in its jig

PC10 and PC12, German Lilac and fabric colours? (see page 692-Ed.) Come to that how about a return of the wood grain decal that you did so well, there is a demand! Moan over, back to the model.

The wings and tailplane undersurfaces were now dry so I started on the two colour upper surfaces, but first I had to mix a decent Lilac. Here I was lucky in that I found an unused tin of Humbrol's WWI German Purple, unfortunately no longer made. This thinned down and mixed with white gave me the colour I needed, but you can again use artists oils instead; French Ultramarine with a touch of Vermilion mixed with Humbrol white thinned with turps will provide a similar colour. The green for the wings and tail was Humbrol No.30, and this was thinned and airbrushed. Once again everything was put to one side to dry.

The front cowl around the engine was given a coat of Humbrol Satin Grey (No.127) as were all interplane and undercarriage struts. The spinner and a section of the cowl were given a coat of matt yellow (the Jasta colour). The tailfin rudder was now

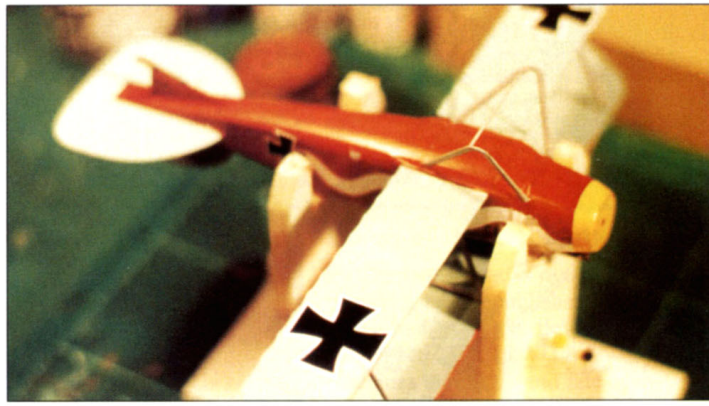
painted with a clear linen, and when all was dry all of the fuselage was given a coat of Johnsons Klear. The cockpit surround was later touched in with a dark leather colour.

Construction Again

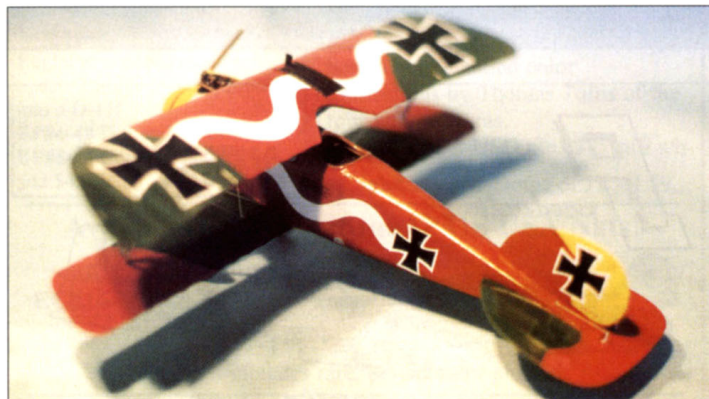
Oops, I mentioned earlier that the later D.III versions had the wing mounted radiators moved to the starboard wing - guess what? This model is an early mark and I had forgotten to move the radiator. What was I saying about etched brass? Luckily I had an Albatros radiator left over from a conversion and using the edge of a No.15 scalpel blade, I scraped off the moulded radiator, sanded it smooth, repaired the paintwork and installed the replacement radiator. Come to think about it, I did miss the etched Spandaus.

Decals & Final Assembly

The decals were now applied to the wings and fuselage. I did not need to use any solvents but once positioned, they were given a coat of Klear. Everything was now assembled, wings to fuselage, struts and upper wings, tailplane and undercarriage



The undercarriage installed. Note that the central stretcher has been replaced with a piece of brass rod



The completed model



and I experienced no problems; a joy to put together. I must admit that whilst plastic ones are provided, I replaced the undercarriage axle and stretcher with brass. The wheels were now installed and all that was left was the rigging. Here again I used the Aeroclub rigging material, good stuff and excellent value; so far I have rigged over twenty models and I still have plenty left.

Conclusion

The cost of kits has risen dramatically over

the last few years and I am happy to say that Eduard are providing excellent models at very reasonable prices, one or two of the other manufacturers should take note. This is one of those models which I unreservedly recommend. Great fun and I thoroughly enjoyed making it, this is not the only Albatross D.III that I will build.

Thank you to Four Plus UK for the sample.

Rod Holland



The D.III in the company of my D.Va

Eduard Express Mask

Those of you who have purchased some of the more recent kits from Eduard will have already come across the 'Express Mask' system. Well, now the product has been launched in its own right and the first couple of subjects have made their way to us directly from Eduard M.A.

1/72nd Scale

XS 001

This set deals with the Revell® Messerschmitt Me 262A and offers masks for the canopy and the nose and main wheel hubs.

XS 005 Messerschmitt Me 262B

This set is also designed for the Revell® kit, although this time the two-seat version. Once again it offers one set of masks for the canopy and the nose and main wheels.

XS 008 A-10 Thunderbolt II

This set is designed for the new Italeri kit, which was also marketed in Europe under the Revell® label. Again it offers canopy and main and nose-wheel hub masks.

1/48th Scale

XF 001 Messerschmitt Bf 109E-4/7

This set is designed for the Tamiya kit and offers masks for all the canopy glazing, the main-wheel hubs and even the tail-wheel hub.

XF 004 Junkers Ju 52/3m

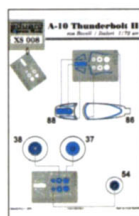
This set is meant for the Revell kit, which was also marketed in America under the Revell-Monogram label. The bigger sheet in this set offers masks for the side windows both inside and out, the access door, flight-deck door windows, 'dustbin' glazing, wheel hubs, rear gunner's windshield and the main cockpit canopy.

XF 006 Hawker Typhoon Mk Ib

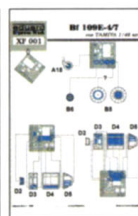
This set goes with the Hasegawa kit and is meant for the 'Car Door' version. The masks include those for the cockpit canopy, wheel hubs, landing light and downward identification lamp.

Conclusion

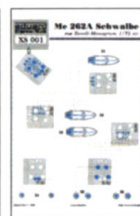
Each of these sets is offered in a single sheet of medium-grey-coloured material. The panels are all



XS008 (A-10 Thunderbolt II)



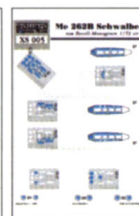
XF 001 (Bf 109E-4/7)



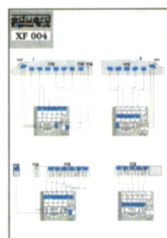
XS 001 (Me 262A)



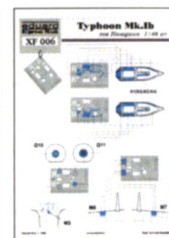
XF 004 (Ju 52/3m)



XS 005 (Me 262B)



XF 004 (Ju 52/3m)



XF 006 (Hawker Typhoon Mk Ib)

die-cut, so will prove little trouble to use and if you are careful, I would not be surprised to find that they could be re-used.

Because of the nature of the product we have decided not to show them here, as after all they would just appear as grey sheets. Instead we have included the instructions for each sheet, so you can see for yourself what each set offers.

Our thanks to Eduard M.A for the review samples.

Information

Worldwide Enquiries: Eduard M.A., 435 21 Obrnice 170, Czech Republic.
Tel: 420 35 6118259
Fax: 420 35 6118186
Email: eduard@traveller.cz

MisterKit

This Italian manufacturer already produces a range of acrylic paints, and recently they have added the first of a new series covering the complex, and controversial, subject of WWI British colours.

The first five colours on the market are PC10, PC12, Battleship Grey, NIVO and Clear Doped Linen. As the researchers whose work has resulted in these paints point out, PC10 is probably the most controversial colour, as the green tone seen in 1916 PC10 is distinctly different from the brownish tone



The first five new colours in the MisterKit WWI colour series

of 1918. MisterKit has therefore opted for an 'average' shade, on which modellers can base their own interpretation of this colour. PC12 was the Middle and Far East colour, although many Triplanes were painted in it, and this colour faded badly, resulting in a light brick-red colour eventually. Once again the MisterKit colour is an

average shade from which modellers can produce their own version of this colour. Battleship Grey may seem an odd colour for aircraft, but it was often used on metal areas such as cowlings and Scarf rings. NIVO is one of those colours we have all heard of (I still have my Gloy tinlet of it!), and it was specially produced for night operations to tone down their PC10 and grey schemes. Doped Clear Linen is one of the most used 'colours' you will have want building WWI (and pre-WWI) subjects.

These colours come in screwtop glass jars and are coded as follows:
MKBC-001 Battleship Grey, MKBC-002 PC12,

MKBC-003 PC10, MKBC-004 NIVO, MKBC-005 Clear Doped Linen.

These are just the first in an on-going series of paints for this era from MisterKit and we are told that the next releases will be for the German colours of WWI. Our thanks to MisterKit for the samples.

Information

Worldwide Enquiries: MisterKit S.a.S di Gianelli Giorgio, via Monte Amiata 31, 20089 Rozzano, Milan, Italy.
Tel/Fax: +39 02 8243791
Email: mrkit@lo.itline.it

Cutting Edge Modelworks

The latest product range from this American manufacturer is called 'BlackMagic' and it is a series of pre-cut masks for a number of aircraft. This is just an initial look at the first couple of releases, as a lot more were released at the recent IPMS/USA National Convention and we will feature those next month.

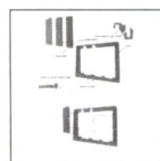
Unlike other such masks, this range offers masks for camouflage patterns, D-Day stripes and the more usual canopy and wheels. The range will offer masks in 1/72nd, 1/48th, 1/32nd and 1/24th scales, and later a series of 1/35th scale tire and roadwheel masks will be released for military modellers. All those we have for this initial look are to 1/48th scale.

1/48th Scale

CEBM48018 B-26 Marauder

This set is designed for the Monogram kit and offers masks for all of the glazings and for the nose and main wheel hubs. A neat touch with this set is the teardrop shape of the wheel hub masks.

Unlike other masks you paint the tyre then mask and spray the hub. As a result these masks are elongated, so once applied you have something to hold onto while you spray. The other side of this is, of course, that the bit left over in the middle of the elongated mask could be used to mask the wheel the other way too (e.g. spray the hub, then mask it and spray the tyre).



CEBM48202



CEBM48200

CEBM48024 Bf 109B-E

RLM 70/71 Splinter Camouflage Scheme.

As the title says, this set offers masks for the splinter scheme applied to the upper surfaces of the Messerschmitt Bf 109B to E series.

CEBM48048 F100D

This set offers canopy and wheel hub masks for the Monogram kit.

CEBM48079 Fw 190 'Flat'

This set is designed for the Tamiya Fw 190A/F series airframe that has the 'flat' style of canopy. The set includes masks for the canopy and wheel hubs.

CEBM48080 Fw 190A RVD Bands

This set of masks is designed to apply the Reich Defence bands to the aft fuselage of the Tamiya Fw 190A series kits and offers three complete sets of masks for this task.

CEBM40100 Hurricane

This set of masks is for the Hasegawa kits and offers the camouflage pattern applied to the type. Swapping the colours for each area around will allow the A or B style to be applied.

CEBM48101 Hurricane

This set, once again for the Hasegawa kits, offers masks for the canopy and wheel hubs.

CEBM48119 Ki-43 Oscar

This set is for the replacement resin wheels from True detail (TD48021) and the set offers just two complete sets of masks for these wheel hubs.

CEBM48147 P-38J/L Lightning

This set is designed for the Academy kits and offers masks for the D-Day stripes carried on the wings and tail booms of the P-38.

CEBM48161 P-47N Thunderbolt

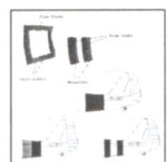
Another set for an Academy kit, this one offers canopy and wheel hub masks.

CEBM48198 Typhoon Mk Ib

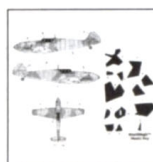
This set is designed for the 'Car Door' version of the Typhoon from Hasegawa and offers masks for the canopy and wheel hubs.

CEBM48200 Typhoon

This sheet, which is for the Hasegawa 'Car Door' version, offers masks for the camouflage pattern applied to the type.



CEBM48080



CEBM48024

CEBM48202 Typhoon

This final set is once again for the Hasegawa 'Car Door' kit and this time offers masks for the D-Day invasion stripes applied to the wings of the type.

Conclusion

As with any masking sets, these are very difficult to illustrate in a magazine, but we hope that the photos with this will give some idea of what the product is like. Each canopy and wheel set is approximately half (or a

CEBM48018

quarter) the size of the A4 sheets used for the camouflage pattern and D-Day stripe sets.

The range is already listing 279 products in 1/48th scale, 31 in 1/32nd, 53 in 1/72nd and three in 1/24th. These also include such things as national insignia masks in the 'big' scales and prices range from \$2.49 to \$19.99. Those products reviewed above are priced as follows.

CEBM48018 \$6.99	CEBM48119 \$2.49
CEBM48024 \$11.99	CEBM48147 \$13.99
CEBM48048 \$5.99	CEBM48161 \$5.99
CEBM48079 \$5.99	CEBM48198 \$5.99
CEBM48080 \$12.99	CEBM48200 \$12.99
CEBM40100 \$11.99	CEBM48202 \$13.99
CEBM48101 \$5.99	

Our thanks to Meteor Productions for the review samples.

Information

Worldwide Enquiries: Cutting Edge Modelworks, c/o Meteor Productions P.O. Box 3956, Merrifield, VA 22116-3956, USA.
Tel: 703 971 0500 Fax: 703 971 8111
UK Source: Hannants

The Master Scratch Builders

The Master Scratch Builders

edited by John Alcorn

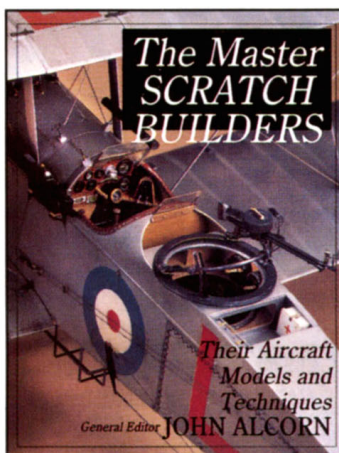
Price: £32.50 ISBN: 0-7643-0795-9

Publisher: Schiffer Publishing Ltd, 4880 Lower Valley Road, Atglen, PA 19310-9717, USA.

UK Distributor: Bushwood Books,

This title comes in a 22cm x 29cm hardback format with 168 pages of contents. This title is not all about showcasing the work of the world's best scratchbuilders, as it also tries to show you how they do it! Initially I was aware that this title was all about the 'best' at their craft, and although interesting as a brief read, that can all get a bit boring as it shows us mere mortals what we'll most likely never achieve. A few hours of reading however soon show you that this title takes a look at the best there is in scale model building, and then talks you through the processes they use to create these works of art. For many of us certain factors like a computer-controlled lathe and working in perspex will not be something that is practical in a hobby, but the techniques shown in this book certainly can be used. The entire book is lavishly illustrated, and do not (like me) fall for the 'blank' photo on page 71, as the caption explains that is meant to be that way (one of those moments in the hobby that cannot be captured on film!).

This is a real must for all serious model



makers, you will read it time and time again, and gain more knowledge each time you do so. Seeing the work of these experts just as a showcase would be no use to anyone, but seeing the work and then reading how it was done is a real insight into the experienced modeller's mind that many of us can utilise. With the mass of high quality injection moulded kits on the market today, many modellers are no more than kit constructors, and this title at least tries to address the balance a bit by showing that there are skilled, true 'modellers' out there who literally build it from scratch.

A great book! My thanks to Bushwood Books for the review sample.

F-84 Thunderjet

F-84 Thunderjet

by Bert Kinzey

Price: £10.95 ISBN: 1-888974-12-5

Publisher: Squadron-Signal Publications, 1115 Crowley Drive, Carrollton, Texas 75011-5010, USA.

Tel: 214 242 1485 Fax: 214 242 37 75

UK Source: Pocketbond Ltd

This title comes in the usual Detail and Scale format with 80 pages and a laminated card cover.

As with any title within this series, this one takes a detailed look at a design from prototype to final version, and backs this up with manual extracts and detailed photographs inside and out of preserved examples. This latest addition to the series (Vol.59) deals with the Republic F-84 straight-wing versions. The narrative has an opening chapter which takes an overview of the Thunderstreak design, then this is followed by chapters looking at all versions from the XP-84 right through to the F-84G. All of these early chapters are all well illustrated with period black and white photographs, and there are also scale plans of the XP-84, F-84B, F-84C (4-view), F-84D, F-84E (4-view) and F-84G (4-view). The title also contains an expanded colour section, which now consists of two pages of colour side views, twelve pages of period colour photographs and two pages of colour views inside the F-84E on display at the USAF Museum. The final section of the



title looks at the F-84 in detail with a mass of black and white detail pictures in and around preserved examples in the USA, coupled with diagrams from the flight manual. Usually a Detail and Scale title will include a detailed modeller's section at the back that looks at all kits of the type produced. This has been reduced in this title to just two pages and is called the 'modellers summary', as it takes a briefer look at those kits.

Once again this is an excellent title and one I am sure most modellers will want to add to the rest of their Detail and Scale collection. If you are a USAF fan, or have the new Tamiya 1/48th scale kit to build, this title will be indispensable. For those waiting for the Tamiya 1/72nd scale kit, just whet your appetite with this in the meantime!

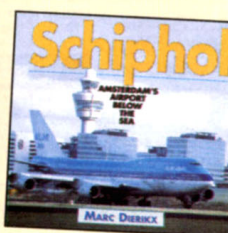
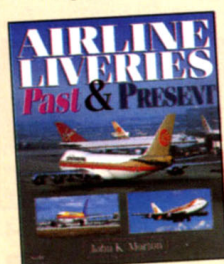
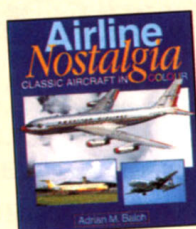
Our thanks to Squadron-Signal Publications for the review sample.

Bookshelf Update

Airlife

This publisher has been busy of late, with a host of new colourful titles dealing with civil airliners.

These include 'Airlife Nostalgia' which offers 112 pages of classic airliner photographs in full colour. Also available is 'Airlife Liveries Past & Present', which offers 112 pages of high quality colour images of operators from Aer Lingus to VARIG. The 'Airlife's Commercial Aircraft & Airliners' guide is also available and its 256 pages list all postwar commercial aircraft manufacturers and their aircraft. The final title is in their popular series dealing with a specific

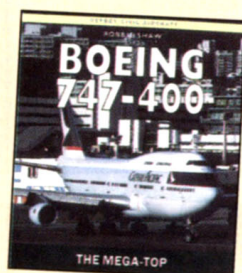


airport, in this case Schiphol, Amsterdam. Initial coverage includes a narrative look at the history of this airport and includes some good period B&W photographs, but the main coverage in the title is high quality colour images of the various aircraft types that operate into Schiphol.

These titles retail for £16.95, £16.95, £20.00 and £12.95 respectively and can be highly recommended to all civil aircraft fans.

Osprey

The latest title in the 'Osprey Civil Aircraft' series is on the Boeing 747-400. This title offers 128 pages of high quality colour photographs of the type and is highly recommended to all civil aircraft fans. The title costs £12.95 (\$18.95) and can be obtained from Osprey Direct (See address elsewhere).



Bare-Metal Foil Co

An excellent little A4 spiral bound publication dealing with the basics of how to use this manufacturer's products has just been released. The title gives clear hints and tips on Bare-Metal Foil use, and is well illustrated throughout. For a copy contact Bare-Metal Foil directly (see Advertisers Index).



AJ-Press

The most recent titles from this Polish publisher include the fourth in the 'ModelMania' series and it deals with the Hawker Hurricane. The fifth part of the English version of the Luftwaffe Camouflage and Markings series is also available. Also out is the third part of the coverage of night defence of the Third Reich, whilst in their usual 'Monografie Lotnicze' series the third part of the coverage of the Spitfire appears. Full reviews of all of these will be included next month.



Fiat BR.20

Fiat BR.20

by Paweł Babinski

Price: £7.95 ISBN: 83-7219-035-6

Publisher: Wydawnictwo 'Militaria', 00-961

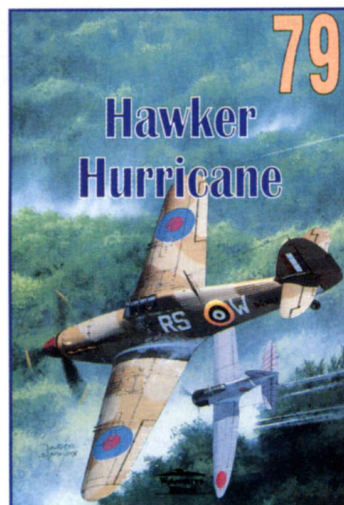
Warszawa 42 skr.pocz. 106, Poland

UK Source: Pol Models

This title is once again in an A4 format, although it is a lot slimmer than the previous title, just 52 pages and a laminated card cover. Of these pages twelve are in colour and the title also features a three-page pull-out set of plans.

To see this subject in a book is great, and I must applaud the publisher for covering what appears to be a very esoteric subject. For all Italian Air Force fans this title will be long awaited. As with the other title reviewed previously, the text in this one is all Polish. Photo captions are thankfully both Polish and English, so you can glean a little information from them. There are a number of extracts from the type's manual, and a good selection of period B&W photographs. The former are very useful, especially as Italeri have just reissued their kit of this type.

Initially the only scale plans in the title are 1/72nd scale side view of the BR.20A and L, however towards the back there is a three-page fold-out section which includes scale plans of the BR.20M (five-view) and side views of the early



and late production version, along with the 'Delta' turret equipped version and the BR.20 Bis. The final twelve pages offer colour artwork, four per page, of various machines from the BR.20 II through to the standard BR.20M. Each side view is very well drawn and offers a good selection of schemes for the type.

Once again this is an excellent title, only slightly marred by the lack of 'usable' text for many English readers. The subject matter is a little off the beaten track, but then again it is not often we get good titles on Italian bombers of WWII, so I for one am not complaining. This title is well worth having. Our thanks to Pol Models for the review samples.

Mosquito Photo Reconnaissance

Mosquito Photo Reconnaissance Units of World War 2

by Martin Bowman

Price: £11.99/\$17.95 ISBN: 1-85532-891-7

Publisher: Osprey Direct, 27 Sanders Road,

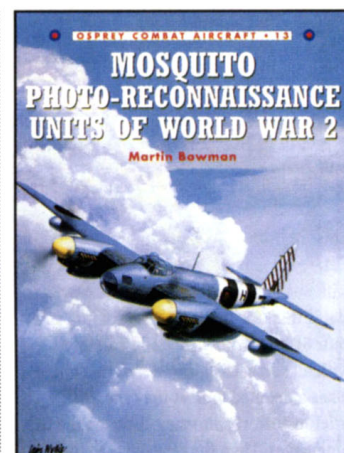
Wellingborough, Northants. NN8 4NL

Tel: 01933 443863 Fax: 01933 443849

Email: info@OspreyDirect.co.uk

This is the latest addition to the popular 'Combat Aircraft' series by Osprey and it comes in the usual 24cm x 18cm format with 96 pages and a laminated card cover. The title is illustrated with 100 B&W photographs but does include 35 colour profiles in the centre.

The text deals with the development and use of the Mosquito as a PR machine, from the early use of the PR Mk I prototype (W4051) through to the final version, the PR Mk 34. The title is well illustrated throughout and although a number of the photos are well known, there are a few gems in it (inc. the H2X installation in the American Mossie which is incorrectly identified as 'H2S'). Lots of clear aerial shots from the daring PR sorties over enemy territory are reproduced, and these include great shots like HMS Cambletown scuttled in the dry dock at St Nazaire, and the damaged Gneisenau at Gdynia. The later series PR Mk IXs and PR Mk XVI are also well covered as well as a detailed look at the USAAF's use of the Mosquito. This latter

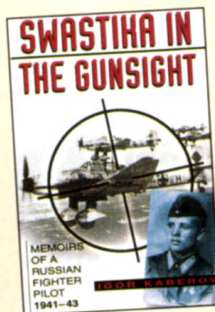


section includes the all-black 'Carpetbaggers' of the 492nd Bomb Group. The colour artwork in the middle of the title gives nice clear colour side views of various PR machines and even features 'The Spook', an F-8 operated by the 3rd PG(R) unit in Italy which was apparently named after the pilot's son who was so scary looking when born, that his father nick-named him 'The Spook! Operations in India are covered in the penultimate chapter and this is followed by a look at all RAF and Commonwealth PR Mosquito units.

This is another great title in the series and one which all RAF and Mossie fans will want to have.

Sutton Publishing

The most recent title from this publisher is 'Swastika in the Gunsight' and this is the personal account of flying in the VVS during WWII by Igor Aleksandrovich Kabarov, a hero of the Soviet Union, who started flying at the beginning of WWII and by the end of it had flown 476 missions and shot down 28 enemy aircraft. This title has been translated into English by Pete Rule and is published for the first time outside Russia. It is a fascinating insight into the motivation of the Russian people during this war, as well as showing that our western ideas of poor aircraft and pilots was just not the case. Not really a title for the modeller, but one I can assure you that you will not want to put down once you start reading it. Contact Sutton Publishing on 01453 731114 for more details.



aircraft types and the use of colour for some of the drawings. The text is all in Polish, but the new colour artwork and expanded coverage makes the title well worth considering. Maybe one day they will translate it back into English in this extended form. Enquiries about this title should be made directly to; Taurus Project Group, 31-955 Krakow 30, skr. poczt.27, Poland. Email: tauruspg@kki.net.pl

Pegaz

This is a new name from Poland, but their first monograph looks just like one from AJ-Press.

The first title in this 'Profile Lotnicze' series is on the Heinkel He 115 and it comes in a 64 page format with a laminated card cover and both Polish and English text. A full review on this title will appear next month.



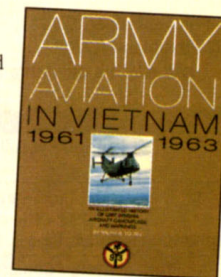
Ace Publication

The latest title in the 'Pod Lupa' (In Detail) series is on the Fokker D.XXI. This 32 page book by P. Skulski offers a wealth of photographic coverage of the type, as well as excellent colour artwork and we will bring you a full review next month.



The Huey Company Inc.

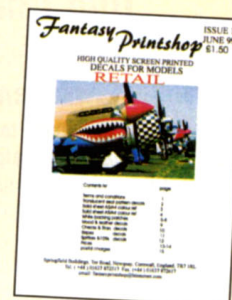
This is a new name from the USA to us and their latest publication is entitled 'Army Aviation in Vietnam, 1961-1963'. This comes in a 124 page, 22cm x 28cm format with a laminated card cover. We will bring a full review of this title next month, but in the meantime all those interested in obtaining a copy of this excellent title should contact: The Huey Company Inc, P.O. Box 625, Mahwah, New Jersey 07446-0625, USA. Tel: 201 934 7856 Email: topperyoung@msn.com



Fantasy Print Shop

The latest retail catalogue from this decal manufacturer is now available and it costs £2.00 plus postage.

For a copy of this list, contact Fantasy Print Shop on 01637 872517 (Fax: 01637 872617) or Email: fantasyprintshop@btinternet.com



Taurus Project Group

This Polish publishing organisation have translated Ian K. Baker's 'Nippon Naval Air Force: Japanese Navy Aircraft colour and markings in the Pacific War... and before' title into Polish. The title is now in an A4 landscape format and has been upgraded with the addition of broader coverage of some



B-25 Mitchell

B-25 Mitchell
by Bert Kinzey
Price: £10.95 ISBN: 1-888974-13-3
Publisher: Squadron-Signal Publications,
1115 Crowley Drive, Carrollton,
Texas 75011-5010, USA.
Tel: 214 242 1485 Fax: 214 242 37 75
UK Source: Pocketbond Ltd

This title comes in the usual format for a Detail and Scale title and offers 80 pages with a laminated card cover. The cover states this title has 'twice the colour', so of your 80 pages, now 16 are in colour. As with all subjects in this series, this one takes a detailed look at the type, with a brief historical summary covering the first nine pages. Then the text starts to look at detail at all the versions of the B-25 series, from B-25-NA through B-25A, B-25B, B-25C, B-25D & F-10, B-25G, B-25H, PB1-1H to the B-25J. This is then followed with a look at post-war versions and a more detailed photographic study of various areas of the B-25 series airframe. Many of these versions are backed-up with scale plans, and those covered in this manner include the B-25-NA, B-25B, B-25D, B-25G, B-25H and B-25J, although each of these sets of plans has to be at 1/120th scale to fit the page. The central colour section includes two pages (ten views) of colour artwork, four pages of



period colour photographs, and ten pages of detail interior photographs of preserved versions (B-25D and B-25J). As with all Detail and Scale titles, this one is finished off with a look at available (and 'due soon' in the case of the Accurate Miniatures kits) models of the type. This is another fine title in the Detail and Scale series. With the Accurate Miniatures kits due soon for this type I am sure that the book will prove popular. I am also sure that it will be one of those titles that most serious USAAF modellers will want to add to their reference library.

Our thanks to Squadron-Signal Publications for the review sample.



F/A-18 Hornet 'Walk Around'

F/A-18 Hornet 'Walk Around'
by Greg Davis & Chris Neill
Price: £12.99 ISBN: 1-89747-401-5
Publisher: Squadron-Signal Publications,
1115 Crowley Drive, Carrollton, Texas
75011-5010, USA.
Tel: 214 242 1485 Fax: 214 242 37 75
UK Source: Pocketbond Ltd

As with all titles in the 'Walk Around' series this latest one is 21cm x 28cm and has 80 pages of contents with a laminated card cover. The coverage inside is split 50/50 colour and black and white.

The coverage is basically an in-depth walk around the subject and all areas of the airframe are covered. The F/A-18 is the ultimate 'gunslinger' and after the Tomcat it is my favourite US warplane. The coverage of the type in this title will leave most modellers with no doubts about what goes where. Scale plans are included for the F-18C and all areas

of both USAF and Canadian Air force examples are covered. As you would expect, good photographic coverage of the cockpit is included, and even the two-seat version gets the same attention. A nice two-view set of colour profiles of the SJU-5/6 series ejection seat fitted to the type is included, and this will clear up most questions about the colours on this unit. Towards the back of this title there are a few pictures of the new F-18E and F-18F and these show the smaller air brakes fitted to these two on each LEX, instead of the large dorsal one carried on the F/A-18A to D series. The final couple of pages give twelve colour side views of F-18s, including those operated in Spain and Canada.

Another good title in the series, and one that all F-18 fans will enjoy. If you like the type, or are a modern USAF fan, then I am sure you will want to add this to your library.

Our thanks to Squadron-Signal Publications for the review sample.

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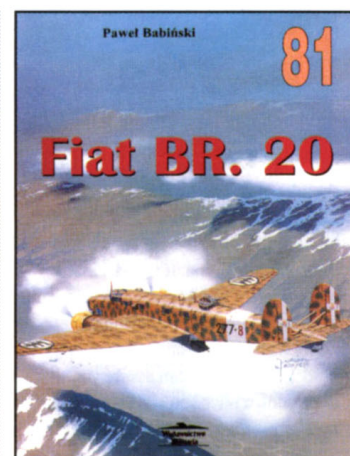
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Hawker Hurricane

Hawker Hurricane
by Robert Gretzkyngier & Janusz Ledwoch
Price: £TBA ISBN: 83-7219-033-X
Publisher: Wydawnictwo 'Militaria', 00-961
Warszawa 42 skr.pocz. 106, Poland
UK Source: Pol Models

This is the 79th title in the series and it comes in an A4 format with 106 pages and a laminated card cover. There are eight pages of colour artwork at the rear of the book, but the rest of it is in B&W. All of the text is Polish, but all photo captions are in both Polish and English. The title takes a look at the development and service use of the Hawker Hurricane and it is well illustrated throughout. All aspects of the Hurricane's career are covered and the photographs come from a number of sources including Richard Ward and the IWM in the UK. Towards the centre of the title are scale side views of most versions of the Hurricane along with top views of the Mk I and Mk IIC, all of which are to 1/72nd scale. There are a few pages of mono side views dealing with colour schemes for the type, but these are supplemented by the eight pages of colour at the back of the book. The



back cover also includes colour side views, as does the inside front, so you get eleven pages in all. There are three excellent colour side views per page and as well as the more usual ace's aircraft, there is a nice selection of foreign-operated machines. Each side view is captioned in Polish and English, so this is a good source of information.

Overall this is a title I can recommend on the strength of the photographs, scale plans and colour artwork. If you want something to read though, this may not be what you are after!

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- **IPMS(UK) WEB SITE** at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail: sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS** Society. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.
- **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE CLUB** Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **AVON IPMS**. Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.
- **AVRO LANCASHIRE IPMS**. Contact Ian D. Southwood on 01706 224 798 from <mailto:ianD@KSouthwood.freemove.co.uk>
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz
- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 0181 449 7854.
- **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.
- **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **CHELMSFORD MODEL CLUB**. Please note, that this club has merged with the Essex Scale Model Society (see entry elsewhere).
- **CHAPITRE REAL CÔTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH OF THE IPMS**. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

- **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: ealesmob@aol.com.
- **IPMS Derby & District**. New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **DERBY AND DISTRICT MODEL CLUB**. For information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.
- **DERBY AND DISTRICT MODEL CLUB**. For information please contact Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **EAST KENT MODEL CLUB MEETS IN RAMSGATE**. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **East Neuk Modelling Club** is changing its monthly venue as from 1st September 1999. We will be meeting in the Committee Room of the Howe of Fife Rugby Club on the first Thursday of every month. For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS EAST NEUK Modelling Club** (in North East Fife). Contact Brian Murray. Tel: 01334 655131 for details.
- **IPMS GREECE** (Corfu Branch) Contact 0030 661 41506 or Fax 0030 661 41114.
- **ESSEX SCALE MODEL Society** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **IPMS Essex/Harlow**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **"FAMAS"** (pronounced "Famous") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Peter Emms on 01775 767729.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>
- **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLoucester IPMS**. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB**. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.
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- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **LINCOLN MODEL CLUB (IPMS LINCOLN)**. For more information, contact Ian Crawford on 01522 533380.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.
- **LOTHIAN MODELLERS CLUB AND EDINBURGH IPMS**. For details contact Ian Hanratty on 0131 665 4087.
- **LUSO-FANATICS**. Quarterly newsletter about Portuguese Military Aviation. Contact Dr Rui Domingues. P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
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- **NORTH WALES MODELLING CLUB**. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).
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- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
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- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V., GERMANY**. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: p.c.winkler@netcologne.de
- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
- **POOLE VIKING CLUB** (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.
- **ROBERTSBURGH AVIATION SOCIETY MODEL CLUB**. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN11 9TB. Tel: 01892 520856
- **SALISBURY IPMS**. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.
- **SHROPSHIRE SCALE MODELLERS (IPMS TELFORD)**. Contact Gary Stevens, 8 Whittemere Road, Shrewsbury, SY1 3BT.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

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- **South London Scale Model Club**. For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.
- **ST. EDMUNDSBURGH SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
- **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire. DE12. Tel: 01283 713602.
- **IPMS STE HELENE (MONTREAL, CANADA)**. For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.
- **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
- **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
- **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**. For more information contact Robert Day, Ashgrove, Diggle Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.
- **TAYSIDE MODELLING SOCIETY**. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).
- **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **WALLINGFORD (IPMS)**. If you would like to know more contact Paul Dean on 01844 215360, or George Clark on 01491 201902
- **WARRINGTON IPMS**. For details contact Dave Foxall on 01925 825619.
- **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
- **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.
- **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

- **World War One SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>
- **Nachtigall**. A new SIG for all those interested in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.
- **IPMS GULF WAR SIG**. Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol.i-way.co.uk
- **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blyndon, Tyne & Wear. NE21 4EY.
- **SIGPMA** a new SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
- **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.
- **NEW CLUBS (FORMING)**

New club being formed in the Lancashire area. For more information contact Richard on 01204 699379 or Dave on 01204 695375.

- **Formation of a new society in the Cornwall area**. Anyone interested in joining this society should contact the below address, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall. TR6 0HB. Tel: 01872 573191.

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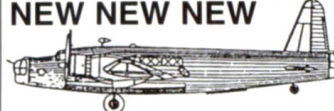
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Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

- **August 29th** Northern Model Expo, Bolton School Exhibition Centre, Chorley New Road, Bolton. Open 10am to 5pm. For details contact Ray Ashworth (01204 669770), Dave Vickers (01253 822319).
- **September 4th** IPMS Brampton Model Show 1999 will be held at the Corn Exchange, St. Ives, Cambs from 9 until 5. Enquiries to Phil Catter on urnch@globalnet.co.uk or to Sam Bratby on 01487 830689.
- **September 4th and 5th** 'International Mainzer Modellbauge' in the castle Kurfürstliches Schloß zu Mainz, Germany. Organised by the 1. Modellbaucub Main e.V. For further information contact 1. Modellbaucub Mainz e.V. 'Intern. Mainzer Modellbauge 1999', Postfach 3306, D-55023 Mainz, Germany. Phone: +49 6190 72534 (after 7.00 pm).
- **September 5th** AeroSpace & Vehicle Club Model Show at The Community Centre, Church Rd, Wombourne, West Midlands. Just off the A449. For details send SAE contact J. Van Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS.
- **September 9th** Southwest Model Mania, Winston School (5707 Royal Lane 75229), Dallas, Texas 9am to 6pm. For information contact (972) 771-4588 or email harlowt@aolmail.net.
- **IPMS Cleveland Model Show will be held on the 11th and 12th September 1999 at the Masonic Club, 14100 Cleveland Blvd, Cleveland, Ohio 44130, USA.**

CANCELLED

- **Twelfth annual plastic model contest** and exhibition by IPMS Uruguay will be held at the Club Naval, Soriano 1117, Montevideo on the 11th & 12th September 1999. For more information contact Fernando Diaz, Agustina Contucci 2478, Montevideo, Uruguay or phone 598 2 5087985
- **Chiltern Scale Model Club** will be holding a model show at the Mosquito Museum, Salisbury Hall, London Colney, Herts. The provisional date is 12th September, for further details please contact the show co-ordinator, Chris Russell, 55 Stagden Road, Bromham, Beds. MK43 8PY.
- **IPMS (UK) Leicestershire Branch** presents the 1999 Friendly Model Show at Broughton Astley Village Hall on Sunday 12th September 1999. Open 12am to 5pm. Adult admission £1.50, Juniors (16 and under) free when accompanied by an adult. Contact: 01455 284600 or 01455 284305.

Advertisers' Index

A.D.S.	690
Aeroclub	661
Aeromaster	672-673, 704
Aires Hobby	661
Andy Pack Models	695
APC Hobbies	694
Astro Model	681
Avia Imports	682-683
Aviation Collectibles	701
Aviation Hobbyshop	703
Aviation UK	690
Bare-Metal Foil	651
Beaneys	695
Classic Airframes	681
CMK	690
Collect-Aire Models	694, 701
Colorado Decals Carpena	690
Colpar Hobbies	701
Combat Models	701
Copper State	694
Dean's Hobby Shop	701
Eagle Editions	691
Eagle Strike Productions	699
Eduard	642
Hannants	651
Hobby Town	661
IPC	642
Kestrel Publishing	691
Kingkit	694
La Bancarella Aeronautica	691
LSA Models	693
Marble Models	694
Matador Models	694
Meteor	682-683
MisterKit	694
Model Craft	695
Model Design Construction	698
Motor Books	657
MPM	694
MR & M&S	699
NNT	695
Parabellum	661
Pend Orille	690
PJ Productions	690
Pocketbond	659, 667
Precision Parts	695
Prompto Taurus Model	691
Reich Dreams	695
SAM Subs	702
SAM M&S	702
Vami Models	690
Vision Models	701
Waldron Model	694
Worlandford	651

- **12th September** Sunderland Scale Model Club Model Show at the Nissan Social Club and Sports Hall, Washington, Nr Sunderland. 10am to 4pm. For more information contact 0191 5130489, 0191 548 7777, 0191 548 0744 or 0191 416 5742
- **September 19th** Wings and Things '99. IPMS Fenland & Spalding Model Show. 10am to 4.30pm at Spalding Grammar School. For details call Pete Emms on 01775 767729
- **September 26th** The Midland Air Museum's (Baginton, Coventry) Model Extravaganza. For more information contact Diane on 01203 301033.
- **October 2nd** Luton Aircraft Enthusiasts' Fair will be held at the Vauxhall Recreation Club, Gipsy Lane, Luton, Bedfordshire from 11.00am to 4.00pm. Admission £1.20 for adults and 60p for Senior Citizens and Children. For more information contact Keith Manning 01372 725063 (evenings)
- **October 8th-9th** IPMS Region II Convention at the Gaithersburg Holiday Inn, Gaithersburg, Maryland (USA) For more information contact Aris Pappas on 703 239 8583, Email DCMODELER@aol.com
- **October 9th** "My Favorite Model" Model contest. IPMS South Atlanta IPMS, Georgia USA. For details contact the Fayetteville Model Shop at (770) 719-8195.
- **October 9th-10th** IPMS/Pensacola Modelers, Modelfest 1999 model exhibition and competition at Washington High School, 6000 College Parkway, Pensacola, Florida. For more information contact (Entrants) Jim Scott, 3251 Woodwind Place, Pensacola, FL 32504. Tel 850 432 8413 Email JSCOTTGTP@aol.com, (Vendors) John Struck, 1206 E. Kingsfield Road, Pensacola, FL 32533. Tel 850 968 6008, Email models@networktel.net
- **October 13th** Lafayette Scale Modelers will be holding an invitational contest in Fayetteville, North Carolina, USA and our theme will be '50 Years of NATO'. For more information contact Bob Fisher (910 483 8347), Rock Palmer (910 868 2090), Mike Starling (910 485 2337) or George Stefanski (910 904 0217).

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- **Monogram 1/48th scale F-104 Starfighter** 'Tigermeet 91' (E20) and Revell 1/32nd scale MIG-21M/MF Fishbed (E30), postage extra. Contact Kevin on 01553 811196 (Norfolk).
- **Aircraft Monograph 8 (AJ Press)** 'Me 262 Schwalbe Pt. 1' £7, 'Wings of Fame Volume 4 (Hardback) £10, Volume 5 (Softback) £8 and Volume 7 (Hardback) £10. Also available programmes from 'Duxford Vintage '81', Duxford (14th September 1980) and USAF Mildenhall Air Fete '81 and '82, offers? Offers in writing via the Editor at the editorial address please, or Email SAMed@compuserve.com.
- **Rare Japanese 1/72nd scale kits by Revell**. Kawasaki Ki-45-Kai C Toriyu (E15), Nakajima PIY1/2 Ginga (E12), Nakajima Ki-49 Donryu 'Helen' (E12). All above plus postage. Contact Kevin on 01553 811196 (Norfolk).
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- **Very large collection for sale**, includes rare and deleted kits. Also current decals and aviation related books. For a full list contact Mel Bromley, 29 Westlands, Kings Road, Horsham, Sussex. RH13 5PP. Tel: 01403 242072.
- **Scale Aviation Modeller International** complete to Volume 4, not bound but good condition. £65.00, post extra. Contact Paul Chown on 01243 263168.
- **40 MicroScale deal sheets** in 1/48th & 1/72nd scales. Probably your last chance to obtain these out of print deals. Send SAE for list to A.M. Balch, 12 Gilling Way, Covington, Swindon, Wilts. SN3 5EQ.
- **Tamiya 1/48th scale Lancaster B.III** (E30). Tamiya 1/48th scale Beaufighter Mk VI (E10), also several 1/72nd scale kits. Contact R.C. Carpenter, 3 Lansdowne Road, Taunton, Somerset. TA2 7GB.
- **Hasegawa 1/32nd scale aircraft kits**, boxed, as new: F-86F Sabre, F-16A Swift Eurodome colours), Focke-Wulf Fw 190D-9 (1987 limited edition), Focke-Wulf Fw 190A. Also Matchbox Spitfire F22/24. Price enquiries to Simon Burnell 01787 247873 (Suffolk).
- **Eastern European kits, cheap!** Also Taiwanese kits. Contact Mr Oung, 2F, No. 4, Alley 5, Lane 147, Sec.3, Shinyi Rd, Taipei, Taiwan. Email: silico202@yahoo.com.
- **Scale Models magazine** (M.A.P.) Vol 1+21; Vol 1, 2, 5 & 5 c/w wire binders. Also Scale Aircraft Modelling Vol. 1-16. All for sale by volume. Best offer for each volume by 31st September 1999 secures. Buyer collects. Contact 01643 704742 (Somerset).

- **October 16th to 21st** Midlands Model Engineering Exhibition at the International Exhibition Centre, Donington Park, near Derby.
 - **October 23rd** Oregon Historical Modelers Society/IPMS will be holding the USMC Memorial IPMS Region 7 Convention and Model Contest at Pearson Air Museum, Pearson Field, 1115 E. Fifth St., Vancouver, Washington. Contact D.J. Redlich, P.O. Box 33, Portland, Oregon, 97207-0033, USA. Tel: 503 228 8544
 - **November 6th** Cleveland Model show will be held at the Euclid Square Mall, Euclid, Ohio, USA. For more information contact John Vitkus, 3323 Maynard Road, Shaker Heights, OH 44122-3437, USA. Tel: 216 751 2224 or Email vitkus@aol.com
 - **November 27th** Abingdon IPMS Show. 10am to 5pm. Preston Road Community Centre, Abingdon. Contact: Tony Clements. 01235 522893.
- 2000**
- **5-13 February** IPMS-Greece (Corfu Branch) 10th Annual Modelling Contest & Show at the Corfu Municipal Theatre's Foyer. For more information contact Spiros Margaritis (0030 661 41506 Mobil 0030 977 694036), Dimitris Moumouris (0030 661 51107, Mobile 0030 977 566523) or Symeon Sourvinos (0030 661 44937 Mobile 0030 945 955871).
 - **April 16th** The IPMS Gloucester Y2K Model Show will be held at the Churchdown Community Centre, Parton Road, Churchdown, Gloucester. Contact Jeff Brown (Branch Secretary) 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ
- Events**
- **Scale Aviation Modeller International** will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Wanted

- **Squadron-Signal 'Air War over Korea'** and Osprey Publishing 'Korea the Air War 1950-1953 Volume 1'. Contact Mike Oliver, 3 Institute Row, Gosmont, Whitby, North Yorkshire. YO22 5PQ.
 - **Does anyone have a spare instruction booklet** from the Revell 1/32nd scale F-15C Eagle kit. Postage refunded. Contact Kevin on 01553 811196 (Norfolk).
 - **Air Publications (AP's)**, Pilot's Notes (UK), Flight Manuals (USA) and all forms of Parts Manuals on all military aircraft types. Specifically Vol 1 & 3's for AP's. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.
 - **Monogram 1/48th scale B-26** (Kit No 5501) and Esci 1/48th scale B-26B (Kit No 4102). Contact P. Baston on 01628 629183 after 7pm.
 - **Revell 1/32nd scale Mosquito bomber**. Please contact Mr P. Addy, Flat 4, Oakwell House, 3 Springfield Terrace, Dewsbury, West Yorkshire. WF13 2JW. Tel: 01924 465628.
 - **Toad Resin 1/72nd scale BAC TSR.2 kit**, unmade. Will pay good price for complete kit. Contact Derek Vallier, 33 Sharpthorne Crescent, Portlaid, Brighton. BN41 2DP. Tel: 01273 410186.
 - **Hasegawa 1/72nd scale (2 each) Tracker** (Kit No. K1) and Neptune (K6). Send price to Klaus K. Lehmann, No.5, Messelstrasse, 14195 Berlin, Germany. Tel: +49 30 831 60 00.
 - **Frog 1/72nd scale kits of the Bleriot XI** and 'Southern Cross'. Also decals for 'Spirit of St Louis'. Contact R. Turner, 12 Rooks Close, Longcroft Lane, Welwyn Garden City, Herts. AL8 6JT
 - **Fokker Dr.I in 1/48th or 1/28th scale**. Dragon or Blue Max (1/48) if possible. Will pay good price or swap. Contact Garry Leiper, 139 Cummings Park Circle, Aberdeen. AB16 7AP. Tel: 01224 697084.
 - **Cash paid for 1/48th scale AMT/Erli Douglas A-20B/C Havoc**, or a Douglas P-70 Nightfighter. Contact Richard Statham, 117 Sterndale Road, Great Barr, Birmingham. B42 2BA. Tel: 0121 358 6015.
 - **1/48th scale decals for F-18, F-16 and P-3**. Contact Marek Krzeninski, ul. Pstrowskiego 17.40, 10.601 Olsztyn, Poland.
 - **Malaysian Air Force markings** from the Airfix RF-5E Tiger Eye kit (No. 03057) needed. Contact Marco Zenati, via Gasparini 11/1, 24125 Bergamo, Italy.
 - **Scale Aviation Modeller Vol 1 Issue 1** to complete collection. Contact Henry H. Singer, 215 South Garden Blvd, Edgewater Park, Beverly, New Jersey 08010-2616, USA.
 - **KMC 1/48th scale cockpit set** for the T-33 (48008). Contact Jeff Brown, 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ
- Help!**
- **WWI aircraft modeller attempting world record** for a model aircraft collection. I have 600, and the record currently stands at 1,105! Can anyone help by donating unmade kits of WWI subjects in 1/72nd

Events Diary at a Glance



1999-2000

- August 29th ● Northern Model Expo, Bolton School Exhibition Centre.
 - September 4th ● IPMS Brampton Model Show 1999.
 - September 4th and 5th ● 'International Mainzer Modellbauge' in the castle Kurfürstliches Schloß zu Mainz, Germany.
 - September 5th ● AeroSpace & Vehicle Club Model Show at Wombourne, West Midlands.
 - September 9th ● Southwest Model Mania, Dallas, Texas.
 - September 11th-12th ● Montevideo 12th Annual Model Contest
 - September 12th ● Chiltern Scale Model Show.
 - September 12th ● The IPMS Leicestershire Friendly Model Show.
 - September 12th ● Sunderland Scale Model Club Model Show.
 - September 19th ● Wings and Things '99. IPMS Fenland & Spalding Model Show.
 - September 26th ● Midland Air Museum Model Extravaganza.
 - October 2nd ● Luton Aircraft Enthusiasts' Fair.
 - October 8th-9th ● IPMS Region II Convention, Maryland (USA)
 - October 9th ● "My Favorite Model" Model contest. IPMS South Atlanta IPMS, Georgia USA.
 - October 9th-10th ● IPMS/Pensacola Modelers Modelfest 1999
 - October 13th ● Lafayette Scale Modelers, Fayetteville, North Carolina, USA.
 - October 16th to 21st ● Midlands Model Engineering Exhibition.
 - October 23rd ● Oregon Historical Modelers Society/IPMS, Region 7 Convention & Model Contest.
 - November 6th ● Cleveland Model Show, Euclid, Ohio (USA)
 - November 27th ● Abingdon IPMS Show.
- 2000**
- 5-13th February ● IPMS-Greece (Corfu Branch).
 - 16th April ● The IPMS Gloucester Y2K Model Show, Gloucestershire.

scale, or other kits that are still sealed, which I can trade for suitable kits? All help gratefully received. Contact Darrell Kilsby, 119 Tandra, Beanhill, Milton Keynes, MK6 4LL.

Information

- **Three-view plans and details** for the armed Canadair Tutor adopted by the Malaysian Air Force. Contact Daniele Lamberti, Via Gasparini 11/1, 24125 Bergamo, Italy
 - **Can anyone help me with the seat belt** arrangement in the Fieseler F 156 Storch (both seats)? Contact J. Bell, 108 Cobham Street, Spreydon, Christchurch 2, New Zealand.
 - **Pictures/Drawings for the cockpit** interior of the E.E. Canberra (various versions) and Martin B-57, or source to find them. Contact Dabiele Lamberti, via Gasparini 11/1, 24125 Bergamo, Italy.
- Penfriends**
- **I am looking to correspond with people** about Matchbox Kitsets, in particular Matchbox Kitset Catalogues. What do you have in your collection. Thank you. Steven Brown, Bisham Abbey, Bisham, Nr Marlow Bucks. SL7 1RT. England.

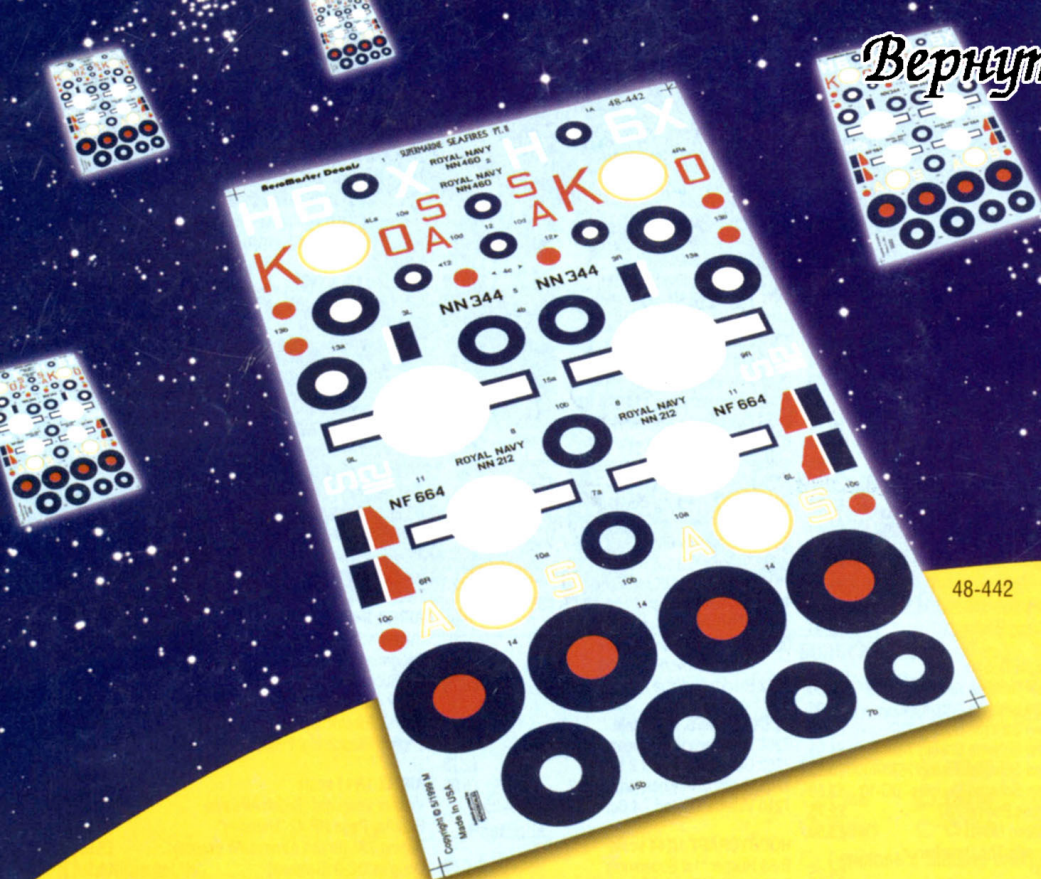
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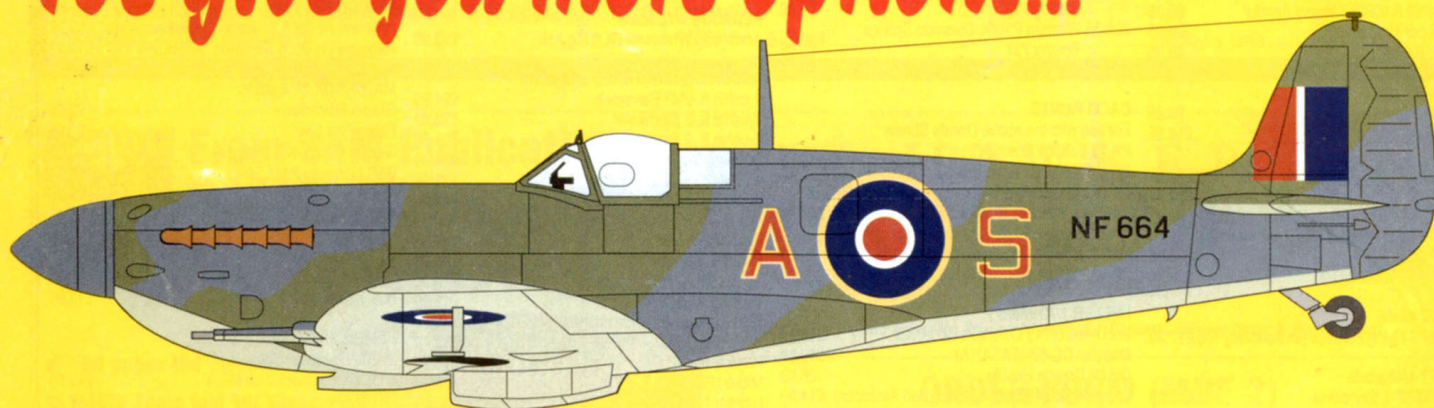
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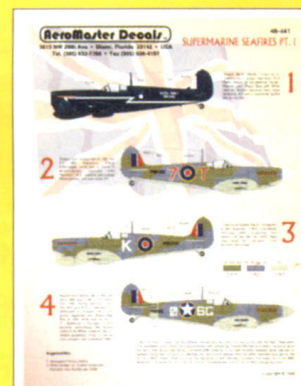
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